

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XI. No. 9.

CHICAGO, ILL., NOVEMBER 10, 1903.

IF PAID IN ADVANCE,
ONE DOLLAR PER YEAR.

C. A. FOSTER

RECEIVER AND SHIPPER
ANY RAILROAD

Grain, Hay and Feed

McCance Block, Cor. 7th Ave. & Smithfield St.
PITTSBURG, PA.

Reference: The Colonial Trust Co., Pittsburg, Pa.

BABCOCK & HOPKINS.

Shippers of **RENSSELAER, IND..**
CORN OATS White and Mixed
RYE Clipped and Natural

Grain Warehouses at Rensselaer, Parr.
Fair Oaks and Rose Lawn, Ind.

We will buy your damp grain or dry it for you at a
very reasonable price and guarantee satisfactory
work. Correspondence Solicited.

McGRAY, MORRISON & CO.

KENTLAND, IND.

Shippers of... **CORN** CLIPPED AND
NATURAL OATS

Our Special Brand of White Oats is
a favorite wherever tried.

Grain Warehouses at Kentland, Wolcott, Remington,
Ind., and Effner, Ill.

Tyng, Hall & Co.

GRAIN COMMISSION

33-35 Chamber of Commerce

Correspondence Solicited. PEORIA, ILL.

The "CALUMET" and

Western Elevator Co.

CAN HANDLE YOUR GRAIN

Chicago. St. Louis. Minneapolis.

Consignments or Future Orders.

BERT A. BOYD

GRAIN BROKER
AND COMMISSION
MERCHANT

Representing the following Exporters:
Louis Muller Co., Kirwan Bros. Grain Co., Baltimore;
R. W. Forbes & Son, Norfolk and Newport News, Va.
Special attention given consignments.

INDIANAPOLIS

DUDLEY M. IRWIN

BARLEY

70-71 Board of Trade

BUFFALO, N. Y.

Connor Bros. & Co.

Receivers and Shippers of

GRAIN AND HAY.

FUTURE ORDERS EXECUTED,

ST. LOUIS.

R. S. McCAGUE, of Pittsburg, Pa., pays all the market warrants for Grain, Hay and Millfeed. Try him.

THE WORST YOU GET

Is the Best of it—Try us.

Van Ness & Wilson.

CHICAGO.

Grain Commission.

COMPLETE EQUIPMENTS FOR GRAIN ELEVATORS

OF ANY CAPACITY.

CONVEYING, ELEVATING AND POWER TRANSMITTING MACHINERY

ROPE TRANSMISSIONS. CALDWELL HELICOID CONVEYOR. The Only Perfect Spiral Conveyor

Our new Catalog No. 26 (440 pages, cloth bound), will be sent upon request.

Eastern Sales & Engineering Office, 410-95 Liberty St., New York, N. Y.
Southeastern Sales & Engineering Office, 411 Prudential Bldg., Atlanta, Ga.
Southwestern " " " 202 Trust Bldg., Dallas, Tex.

H. W. CALDWELL & SON CO.,
Western Ave., 17th-18th Sts., CHICAGO, ILL.

TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877. F. W. Rundell. J. E. Rundell.
W. A. RUNDALL & CO.
 GRAIN AND SEED MERCHANTS.
 We buy, delivered Toledo or f. o. b. your station.
 Personal attention to consignments and trades in
 "futures." Daily market letter free.
 Correspondence solicited.
 Room 33, Produce Exchange, Toledo, Ohio.

J. F. ZAHM F. W. JAEGER FRED MAYER
J. F. ZAHM & CO.
 GRAIN and SEEDS TOLEDO, O.
 We make a specialty of handling consignments.
 Transient buyers and farmers need not write us.
 ESTABLISHED 1870
 MEMBERS: Toledo Produce Exchange, Chicago Board of Trade, New York Produce Exchange.

Be Friendly. Established 1846. Write Occasionally.
C. A. KING & CO.
 TOLEDO, OHIO.
 Grain and Clover Seed, spot and futures.
 Special Market and Crop Reports Free.
 MEMBERS: Toledo Produce Exchange, Chicago Board of Trade.

S. C. REYNOLDS. C. L. REYNOLDS. F. J. REYNOLDS.
REYNOLDS BROS.
 GRAIN AND SEEDS
 24, 25 & 26 Produce Exchange, TOLEDO, O.
 Offer us your grain and seeds: consign it,
 or ASK FOR BIDS.

National Milling Co.
 TOLEDO, OHIO
 DAILY FLOUR CAPACITY 4,000 BBLS.
 ELEVATOR CAPACITY 1,500,000 BU.
 Always in the market for milling wheat;
 ask for our daily bids.

WILLIAM E. WORTS. ARTHUR B. EMMICK.
WORTS & EMMICK,
 Grain and Commission 47 Produce Exchange
 Toledo, Ohio
 SPOT AND FUTURES. If you do not receive
 our bids ask for them. We will bid you no
 matter where you are located. Let us handle
 your consignments. Our motto: Success to
 our patrons. Try us.

THE TOLEDO FIELD SEED CO.,
 TOLEDO, O.
 CLOVER AND TIMOTHY SEED.
 Consignments Solicited.
 — ASK FOR OUR DAILY BIDS. —
 SEND US YOUR SAMPLES.

The Toledo Salvage Co.
 Buyers of
**OFF GRADES and
 SALVAGE GRAIN**
 Toledo, - - - OHIO

J. J. COON
 GRAIN, SEEDS AND FEED.
 61 PRODUCE EXCHANGE
 TOLEDO, O.
 CONSIGNMENTS SOLICITED.
 ASK FOR OUR DAILY BIDS.

PRINE & POTTER
 Buyers and Shippers of
FIELD SEEDS
 236-238 Cherry St., Toledo, O.

An Enterprising Receiver
 OF TOLEDO
 who wants business from regular
 country shippers will place his
 announcement here.

Table of Legal Weights
 This table shows the legal weights in pounds
 per bushel of grain and grain products, etc.,
 as provided for by law. This book is well
 bound in a strong cloth cover. Price 50 cts.
 For sale by
GRAIN DEALERS CO.,
 255 La Salle St. CHICAGO, ILL.

WIRE, WRITE OR PHONE UNITED GRAIN COMPANY CHICAGO, TOLEDO OR BUFFALO
 Successor to Churchill & Company; The Paddock-Hodge Company; The Churchill-White Grain Company
 We buy delivered either of these points, or f. o. b. your stations. Fire proof elevators and seed houses. Unlimited
 storage capacity for grain and seed. Storage capacity 6,000,000. Unloading capacity 300 cars daily.
 Clipping Capacity 175,000 Daily. We trade in futures.

NEW YORK PRODUCE EXCHANGE MEMBERS.

Forbell & Tilson
 COMMISSION MERCHANTS
 GRAIN, MILL FEEDS, HAY.
 OATS A SPECIALTY.
 — CONSIGNMENTS SOLICITED —
 342 Produce Exchange, NEW YORK CITY.

CARSCALLEN & CASSIDY
 RECEIVERS
GRAIN-HAY
 Liberal advancements on consignments.
 110-12-14 Pavonia Ave. PHILADELPHIA, PA.
 109-111 Ninth Street, Jersey City, N. J.

Bill all cars to New York and Lighterage free
J. E. ADAMS, Jr.
 Commission Merchant - - Hay, Straw and Grain
 625 Hudson Street, New York
 Represented by Frank G. Rowland

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS.

We have Established 1874
 Good outlets for all kinds of
 grain. Shipments handled on
 Philadelphia rate points, any
 line. Write or wire us and
 send samples.
CHAPIN & CO.
 155-158 Bourse, Philadelphia.
 MEMBERS:
 Grain Dealers National Assn.
 National Hay Assn.

L. F. MILLER & SONS,
 Receivers and Shippers of
 Grain, Feed, Seeds, Hay, etc.
 CONSIGNMENTS SOLICITED.
 Office, 2931 N. Broad St., PHILADELPHIA, PA.
 Elevator and Warehouse,
 Germantown Jct., P. R. R.

Established 1863.
E. L. ROGERS & CO.
 COMMISSION MERCHANTS,
 Receivers and Exporters.
 Grain, Feed, Hay, Straw, Etc.
PHILADELPHIA, PA.
 358 Bourse Building.

NEWARK, N. J.
F. A. Champlin & Co.
 Buyers and Distributors of
Grain, Hay and Mill Feed
 Liberal advances on consignments.
 22 Clinton St., - NEWARK, N. J.

WHEELING
 H. H. DAUM, Mgr.
Produce & Grain Co.
 Wheeling, W. Va.
 Buyers
 Ear Corn, Oats, Hay and Feed,
 Special attention given consignments

BUFFALO

CHAMBER OF COMMERCE MEMBERS.

HAVE YOU ANY Red or White Wheat

to Sell or Consign? If so, write WATKINS & COMPANY, successors to Watkins & Anderson, 82 Board of Trade, Buffalo, New York, FOR BEST BIDS

DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

WM. B. GALLAGHER,
72 Pearl Street, Buffalo, N. Y.

W. W. ALDER,

Consign Your Grain to a Strictly

Commission Merchant.

OUR SPECIALTIES—Quick Returns and Careful Guarding of our Shippers' Interests

Correspondence Invited.
Write for Buffalo Market Letter.

83 BOARD OF TRADE, BUFFALO, N. Y.

HENRY D. WATERS

Grain Commission Merchant

CONSIGNMENTS SOLICITED.

54 Board of Trade. BUFFALO, N. Y.

WHITNEY-ECKSTEIN SEED CO., BUFFALO.

Wholesale Seed and Grain Merchants . . .

Invite offers for spot and future delivery of Grass and Field Seeds and Grain. Advances made on consignments.

A TRIAL SHIPMENT WILL CONVINCE YOU THAT WE ARE IN A POSITION TO GIVE YOU BEST POSSIBLE RESULTS WE SOLICIT YOUR CONSIGNMENTS

Burns Brothers

44 Board of Trade
BUFFALO, N. Y.

QUICK SALES IMMEDIATE RETURNS
RELIABLE REPORTS

Members Grain Dealers National Association
Buffalo Chamber of Commerce

PRATT & CO. Grain Commission Merchants

Correspondence solicited

76 and 77 Board of Trade
BUFFALO, N. Y.

J. A. SEYMOUR, JR.

Grain Commission
Consignments Solicited

47 CHAMBER OF COMMERCE, BUFFALO, N. Y.
Member Grain Dealers Nat'l Ass'n.
Chamber of Commerce

I Absorb

Thousands of cars of Corn, Oats, Rye and Wheat every season. Try me with your shipments. Will buy out right or handle on consignment.

S. W. YANTIS

31-32 Chamber of Commerce
BUFFALO, N. Y.



BALTIMORE

CHAMBER OF COMMERCE MEMBERS.

The William Hopps Grain & Hay Co.

Buyers, Receivers and Shippers

GRAIN, HAY AND FEED STUFFS.

Advances made on consignments. Hay and Ear Corn Wanted.

SPEARS WHARF, BALTIMORE, MD.

W. G. Bishop.

J. M. Frisch.

W. G. BISHOP & CO.

Commission Merchants
GRAIN, HAY and SEEDS.

316 North St. BALTIMORE, MD.
References—Dun, Bradstreet and First National Bank, Baltimore.

Chas. England & Co.

COMMISSION MERCHANTS

GRAIN, HAY, SEEDS

32 South Holiday Street BALTIMORE, MD.

THOS. H. BOTTS & CO.

Commission Merchants

Grain, Seeds, Flour

Liberal Advances Made on Consignments.

49-51 Chamber of Commerce.
Baltimore, Md.

G. A. HAX & CO.

Commission Merchants

GRAIN, HAY & SEEDS

445 North St., BALTIMORE, MD.

GRAIN HAY SEED

J. A. MANGER & CO.

Commission

BALTIMORE, MARYLAND

PITTSBURG

GRAIN AND FLOUR EXCHANGE MEMBERS.

Daniel McCaffrey's Sons Co., Leading Hay Dealers

PITTSBURG, PA.

Reference—Duquesne National Bank.

Established 1867. Consignments solicited.

GEIDEL & CO.

Leading Mill Feed Dealers

GRAIN, HAY AND STRAW

Members National Hay Association;
Pittsburg Grain and Flour Exchange

PITTSBURG, PA.

I BUY

Hay, Corn, Oats

SAMUEL WALTON, Pittsburg, Pa.

Hardman & Heck

Buyers, Receivers and Shippers of

Grain, Hay & Mill Feed

Advances made on consignments.

PITTSBURG, PA.

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

John H. Miller

Wholesale Dealer in all kinds of Grains and Mill Feeds
Baled Hay, Straw, Etc.
Correspondence solicited.

TYRONE, PA.

Long Distance Telephone.

CHICAGO BOARD OF TRADE MEMBERS.**JOHN WEST & CO.,**

(ALBERT L. WEST)

COMMISSION MERCHANTS,

Grain, Seeds, Provisions.

604 Royal Ins. Bldg.,
Phone Harrison 685. CHICAGO.**ARMOUR GRAIN CO.****GRAIN** BUYERS
DEALERS

205 LA SALLE ST., CHICAGO.

Rumsey & Company,

Successors to Rumsey, Lightner & Co.

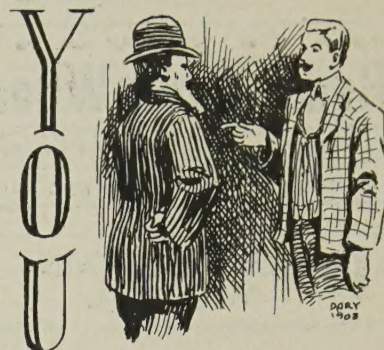
COMMISSION MERCHANTS

Grain, Provisions and Seeds

Cash and Future Deliveries.

97 Board of Trade

CHICAGO.

will be satisfied with the sales, if
you consign**YOUR GRAIN**

to

Bridge & Leonard

COMMISSION MERCHANTS

62 BOARD OF TRADE, CHICAGO

Orders for Grain Futures Solicited.

No Bargain Counter or Remnant Sales

WE GET VALUE FOR YOUR PROPERTY

LASIER & HOOPER

Grain Commission

102 and 103 Rialto Building

CHICAGO

W. R. Mumford Co.**GRAIN COMMISSION**430 RIALTO BUILDING, CHICAGO
79 Chamber of Commerce, Minneapolis
Milwaukee, St. Louis, Kansas City
Members Different Exchanges.**CIFER CODES**

ALL KINDS.

WRITE FOR CATALOG TO

Grain Dealers Company,

CHICAGO, ILL.

CLARK'S CAR REGISTER*is designed especially to facilitate
finding of record of any car.
A time and labor saver. Invalu-
able to receivers.***Grain Dealers Co., Chicago, Ill.****Willis Counselman & Co.**Grain Commission Merchants,
240 La Salle St., Chicago, Ill.Consignments given personal attention.
Long experience enables us to handle grain
to best advantage. Orders for grain futures
promptly executed.

Established 1886

Mueller & Young Grain Co.

SPECIALTIES:

BARLEY AND OATS

2 Sherman Street

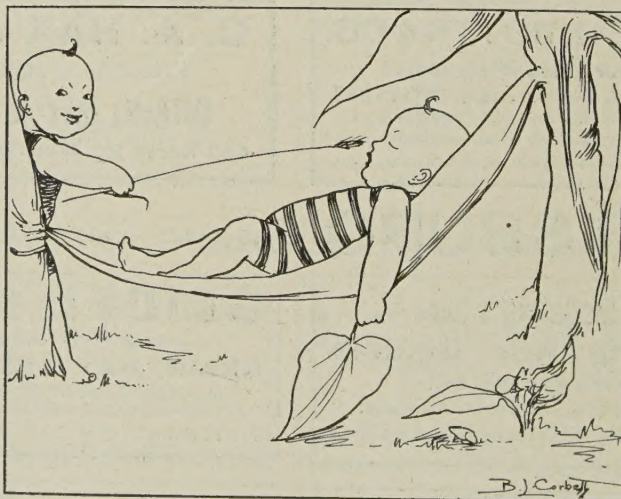
CHICAGO

E. W. WAGNER

COMMISSION

Grain and Provisions

99 Board of Trade, Chicago.

Personal attention given to speculative
accounts and**CONSIGNMENTS OF GRAIN**Market letter mailed free
upon application.

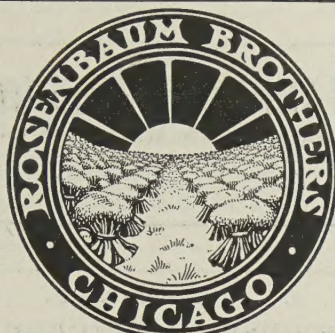
"Let's be up and doing, fair one, while as yet 'tis early morn,
And the sunlight in the dew drops sparkles on the waving corn;
We will get a pot and brushlet and proceed to paint the name
Of **LOWELL HOIT & COMPANY** on mountain, hill, and plain.

(SEE NEXT ISSUE.)

CHICAGO BOARD OF TRADE MEMBERS.

Gerstenberg & Co. COMMISSION MERCHANTS CHICAGO

Personal Attention Given to Selling
Grain and Seeds by Sample
BARLEY A SPECIALTY
Orders for Future Delivery Solicited
TRY US AND YOU WILL BE WELL PLEASED



Commission Merchants
Correspondence Solicited.

CAPITAL, \$250,000 SURPLUS, \$50,000
HULBURD, WARREN & CO.
(INCORPORATED)
Commission Merchants
47 Board of Trade
CHICAGO

Henry Hemmelgarn. Philip H. Schiffin
H. HEMMELGARN & CO.
COMMISSION MERCHANTS.
Grain, Seeds and Provisions.
Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.
Consignments solicited. Correspondence invited.

W. F. Johnson *Geo. A. Wiggins*
W. F. JOHNSON & CO.
GRAIN, SEED AND PROVISION
Commission Merchants
*Orders for future delivery carefully executed
Consignments and Correspondence Solicited.*
ROOM 59, BOARD OF TRADE, CHICAGO.

Established 1854
IRWIN, GREEN & CO.
GRAIN PROVISIONS
COTTON STOCKS BONDS
128-131 Rialto Bldg, CHICAGO,
MARKET LETTERS MAILED ON APPLICATION.

Barley Timothy
Oats F. E. WINANS, Clover
Wheat GRAIN & FIELD SEEDS Flax
Corn Commission Merchant Hungarian
Rye 6 Sherman St. Millet
CHICAGO Timothy Seed a Specialty.



66 BOARD OF TRADE CHICAGO.

When

We handle your grain you
get the benefit of the best
service. Why not send us
your cash grain and future
orders.

H. D. WETMORE & CO.,
512 Rialto Bldg.
Chicago, Ill.

W. S. SEAVERN. H. A. PORITZ.
Established 1856.
I. N. ASH & CO.
RECEIVERS OF
GRAIN AND SEEDS.
76 Board of Trade, Chicago.

Receiver
and Shipper
Sam Finney
Commission Merchant,
425 & 426 Rialto Bldg.
CHICAGO,
ILL.
My Personal
attention given
consignments
Your orders
for cash and
futures solicited

J. ROSENBAUM GRAIN CO., Grain Merchants

CHICAGO

THE ALBERT DICKINSON CO.

DEALERS IN

GRASS SEEDS, CLOVERS, BUCKWHEAT, BEANS, PEAS,
BIRD SEED, POP CORN, GRAIN BAGS, ETC.

Write for my

"Grain Trade Talks"

Edward G. Heeman

70 Board of Trade,

Member Chicago Board of Trade.

CHICAGO

COMMISSION MERCHANT ONLY.

Doing no trading whatever on my own account, which enables
me to judge the market from an unbiased standpoint.

All business transacted through
and confirmed by Hately Bros.

Consignments of cash grain and orders in
futures have my personal attention.

My "GRAIN TRADE TALKS" are published in full in the Chicago Evening Post
and Chicago Journal. Will send either paper free to customers.



CHICAGO BOARD OF TRADE MEMBERS.

James Crighton,

Fred D. Austin

Crighton & Co.

Successors to

Scribner, Crighton & Co.,

COMMISSION MERCHANTS

**GRAIN, SEEDS,
AND PROVISIONS**401-2-3 Royal Insurance Building
CHICAGOFutures and Consignments given
special attention.**W. H. MERRITT & CO.****Grain Buyers & Shippers**

CORRESPONDENCE SOLICITED.

87 Board of Trade, CHICAGO, ILL.

Chicago Grain & Elevator Co.**GRAIN AND COMMISSION
MERCHANTS**Your cash grain and trades in futures solicited.
240 La Salle Street, CHICAGO.**D. C. HOFFMAN**

Makes a Specialty of

MILLING WHEAT

Write or telegraph for prices

Member Chicago Board of Trade. RIALTO BLDG.,
CHICAGO, ILL.**THE GLUCOSE SUGAR REFINING CO.**

General Offices: The Rookery, CHICAGO.

Chicago, Ill. FACTORIES: Bockford, Ill.
Peoria, Ill. Marshalltown, Ia. Davenport, Ia.**BUYERS OF CORN**

Consumption 100,000 Bushels Daily.

JOS. P. GRIFFIN, Mgr. Grain Dept.

**W. L. BECKWITH
& CO.,**199
LA SALLE
ST.CHICAGO,
ILLINOIS.**GRAIN**CONSIGNMENTS AND ORDERS FOR
FUTURE DELIVERY SOLICITED.

Established 1879

WARNER & WILBUR

COMMISSION MERCHANTS

Grain, Seeds and Screenings a Specialty.
Consignments and orders in futures solicited.
Satisfactory reference furnished.
417-419 Royal Insurance Building, Chicago**A. L. SOMERS & CO.****Commission Merchants
GRAIN AND FIELD SEEDS**Orders for futures carefully executed.
Rooms 602-603, No. 226 LaSalle St., Chicago, I
Write for samples to show Chicago values.**Bartlett, Frazier and
Carrington****GRAIN**

Western Union Bldg., Chicago, Ill.

Illinois Sugar Refining Co.

General Offices: The Rookery, CHICAGO

WAUKEGAN, ILL. } FACTORIES: } PEKIN, ILL.
GENEVA, ILL. } VENICE, ILL.**BUYERS OF CORN**

Daily Consumption 65,000 Bushels.

JOS. P. GRIFFIN, Manager Grain Dept.

"I am impressed with the fact that comparatively few of the members of commercial organizations make themselves known to the public thru the medium of advertisements, and that this field is almost exclusively occupied by others, which accounts in my opinion very largely for the volume of business sent to those who are not responsible to any established and recognized commercial body, and who are not therefore, accountable under the restrictions and safeguards embodied in the rules of prominent commercial bodies."—GEO. F. STONE, Secy. of the Chicago Board of Trade, Sep. 1895.

**Bentley-Jones Grain Co.,
Commission Merchants,**Selling of Grain and Seeds a specialty.
Orders for future delivery carefully executed. Your interests are our interests.
Try us.

73-74 Board of Trade, Chicago.

MINNEAPOLIS

MILWAUKEE

W.A. FRASER CO.Consignments and
Future Delivery Orders Solicited.
714-715 Royal Ins. Bldg. CHICAGO**J. P. MACKENZIE**

Commission Merchant

WITH

Frank Marshall

253 La Salle St., CHICAGO

Faithful personal attention given to
Consignments. Your orders
in Futures solicited.**LOOK US UP**When in the City or when you have any
grain to ship**This is the year to Con-
sign your Grain.****Clark's** DOUBLE
INDEXED
Car Register

Is designed to afford ready reference to the entry or record of any car number. Its facing pages are ruled into five columns, those on the left hand page being numbered 0, 1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions, with the following sub-headings; "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia. Size, 11x14½ inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars.
Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars.
Price, \$2.50.

GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS.

Established 1864.
I. H. LOWRY & CO.,
 Grain Commission Merchants
 64 Mitchell Building
 BRANCH HOUSES: MILWAUKEE, WIS.,
 62 Wheeler Bldg., Chicago, Ill.
 821-22-23 Chamber of Commerce, Minneapolis.

Established 1882.
Franke Grain Company
 GRAIN, HAY AND MILL FEED
 41 and 42 Chamber of Commerce
 MILWAUKEE, WIS.
 We buy Grain F. O. B. Station
 Please write for bids

CHAS. R. LULL
 Receiver and Shipper of
GRAIN, FLOUR, FEED and HAY
 43-44 Chamber of Commerce, MILWAUKEE, WIS.
 Will make track bids on Corn,
 Wheat and Oats.

Milwaukee Elevator Co.
 MILWAUKEE, WIS.
Grain Merchants

THE
BARLEY HOUSE

Shippers

in the Northwest read this page;
 your "ad" will be read too if you
 place it here.

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS.

GRAIN... Make advances
 on bills lading.
The Van Dusen-Harrington Co.
 COMMISSION,
 MINNEAPOLIS and DULUTH.
 Sell by sample and make prompt returns.

DULUTH. CHICAGO.
E. A. BROWN & CO.
 Grain Commission,
 WHOLESALE COAL
 MINNEAPOLIS, MINN.
 Consignments Solicited.
 Prompt Returns Guaranteed.

R. Troendle, Pres. E. H. Tryon, Treas.
 E. G. Terwilliger, Secy.
SPENCER GRAIN CO.
 COMMISSION.
Barley a Specialty.
 Chicago, Milwaukee, Minneapolis, Duluth

MARFIELD-GRIFFITH CO. GRAIN
 COMMISSION
 New Chamber of Commerce, Minneapolis, Minn.
 Offices: Chicago, Milwaukee and Duluth.
 Have separate salesmen for Wheat, Coarse
 Grains and Seed, hence can give each depart-
 ment special attention; also a good man in the
 pit who gives the option business his entire at-
 tention. Consignments, Option Orders and Cor-
 respondence Solicited at all our offices.

YOU
 Can find no present more ac-
 ceptable to the progressive grain
 dealer than a paid up subscription
 to the Grain Dealers Journal.

CONSIGNMENTS
 Our long experience as commission men
 in this market has fitted us for handling
 most advantageously all kinds of Grain.
 Consignments promptly handled.
 Liberal advances. Give us a trial.
AMERICAN GRAIN CO.,
 Minneapolis, Minn.

Wm. H. Dunwoody, Pt. Jas. S. Bell, Vice Pt.
 G. G. Barnum, Secy. and Treas. A. C. Smith, Mgr.
Barnum Grain Co.
RECEIVERS AND SHIPPERS
 MINNEAPOLIS, DULUTH, MILWAUKEE, CHICAGO

E. L. Welch. C. A. Malmquist
E. L. WELCH & CO.
 Grain Commission.
 1009-10 CHAMBER OF COMMERCE,
 MINNEAPOLIS, MINN.

SHIP TO
H. POEHLER COMPANY
 ESTABLISHED 1855 INCORPORATED 1893
 Grain Commission Merchants
 Chamber of Commerce,
 ALSO
 BOARD OF TRADE, Duluth, Minn.
 CHAMBER OF COMMERCE, Milwaukee, Wis.
 BOARD OF TRADE, Chicago, Ill. Minneapolis, Minn.
 Sell by Sample—Orders in "Futures" Executed.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS.

PICKER & BEARDSLEY
 Commission Merchants
 Grain, Hay and Grass Seed
 Largest receivers of consigned seed
 in this market.
 ST. LOUIS, MO.

W. W. POWELL,
 Manager Receiving Department.
SHERRY-BACON GRAIN CO.
 213 MERCHANTS' EXCHANGE
 ST. LOUIS - - - MO.

Established 1893
G. L. GRAHAM & CO.,
 Commission Merchants
 GRAIN, HAY and SEEDS
 301 Chamber of Commerce ST. LOUIS, MO.

DANIEL P. BYRNE & CO.
 SUCCESSORS TO
 Redmond Cleary Com. Co.
 Established 1854. Incorporated 1887.
 Grain, Hay and Seeds,
 Chamber of Commerce, ST. LOUIS, MO.

BRINSON-WAGGONER GRAIN CO.
 Receivers and Shippers of Grain
 Future Orders Executed
 ST. LOUIS, MO.

This space in every
 other issue for
 sale.

KANSAS CITY BOARD OF TRADE MEMBERS.

KANSAS CITY SEED & GRAIN COMPANY
 KANSAS CITY, MO.
 SPECIALTIES: Millet, Cane, Kafir Corn, Al-
 falfa, Timothy, Clover, Seed Rye, Barley, Red
 Oats, Red Cob Ensilage Corn, Turkey Hard
 Wheat, etc.

Kay H. Beach. Robinson's Cipher. M.L. Keever
BEACH-KEEVER
GRAIN CO.
 Try us with consignments of grain.
 We also handle options.
 344 Board of Trade, Kansas City, Mo.

Ernst-Davis Grain Co.,
 KANSAS CITY, MO.
 Orders for Grain for future delivery executed
 in any market. Consignments
 given special attention.
 Members Kansas City Board of Trade, Chicago Board
 of Trade and St. Louis Merchants Exchange.

DIRECTORY OF GRAIN RECEIVERS, SHIPPERS, BROKERS, TRACK BUYERS.

BALTIMORE.

Bennett, J. H., & Co., grain, mill feed, hay.
Bishop, W. G., & Co., grain, hay.
Botts & Co., Thos. H., grain, seeds, hay.
England, Chas., & Co., grain, hay.
Frame, Knight & Co., commission.
Hammond & Snyder, receivers, exporters.
Hax, G. A., & Co., grain, hay, seeds.
Hopps, William, Grain & Hay Co., grain.
Kirwan Bros. Grain Co., grain commiss'n.
Loane, J. A., & Co., grain and hay.
Manger, J. A., & Co., grain, hay, seed.
Steen, E., & Bro., hay, straw grain.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BOSTON, MASS.

Ronald, Thomas, grain and mill feed.
Yantis, J. A., grain.

BUFFALO.

Alder, W. W., strictly commission.
Anderson & Co., H. G., grain and mill feeds.
Buffalo Cereal Company, grain.
Burns Bros., grain commission.
Gallagher, W. B., damaged grain.
Heathfield & Washburn, grain and feed.
Heinold, John G., grain and feed.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.
Seymour, Jr., J. A., grain commission.
Waters, Henry D., grain commission.
Watkins & Company, grain and feed.
Yantis, S. W., grain and feed.

CAIRO, ILL.

Halliday, H. L., Milling Co., grain.

CHICAGO.

Armour Grain Co., grain buyers.
Ash, I. N., & Co., grain and seeds.
Bartlett, Mrazier & Carrington, grain.
Beckwith, W. L., & Co., grain.
Bentley-Jones Grain Co., grain commission.
Bridge & Leonard, Commission Merchant.
Calumet & Western Elev. Co., commission.
Chicago Grain & Eltr. Co., commission.
Counselman, Willis & Co., commission.
Crighton & Co., grain commission.
Finney, Sam, commission.
Fraser, W. A., Co., grain commission.
Freeman, H. H., & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.
Goemann Grain Co., grain buyers.
Heeman, Edward G., Commission.
Hemmelgarn, H., & Co., commission.
Hoit, Lowell & Co., grain receivers.
Hulburd, Warren & Co., grain commission.
Irwin, Green & Co., grain commission.
Johnson, W. F., & Co., grain, seeds.
Lasier & Hooper, receivers and shippers.
Mackenzie, J. P., cash grain.
Merritt, W. H., & Co., grain, seeds.
Mueller & Young Grain Co., barley, oats.
Mumford, W. R., Co., commission.
Randall & Co., T. D., hay commission.
Rogers, H. W., & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
Rosenbaum, J., Grain Co., receivers, ship'rs.
Rumsey & Company, grain commission.
Sidwell, Geo. H., & Co., grain commission.
Somers, A. L. & Co., grain, field seeds.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
Wagner, E. W., receiver and shipper.
Ware & Leland, grain, seeds.
West, John, & Co., grain, seeds.
Wetmore, H. D., & Co., commission.
Winans, F. E., grain and seeds.

CINCINNATI.

Ellis & Fleming, hay, grain.
Southern Grain Co., grain merchants.
Union Grain & Hay Co., grain, hay.

CLEVELAND, O.

Bennett, Walter A., grain, hay, mill feed.
Strauss & Co., H. M., receivers grain, hay.
Union Elevator Co., grain, hay, straw.
Williams, Edward A., grain, hay, mill feed.
Williams, S. T., grain commission.

COLUMBUS, O.

Columbus Grain & Elevator Co., grain, oats.
Felty, A., shipper grain and hay.
McCord & Kelley, track buyers, shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

CRAWFORDSVILLE, IND.

Crabbs & Reynolds, grain and seeds.

DAYTON, OHIO.

Schaeffer & Boroff, buyers, shippers.

DECATUR, ILL.

Burks, C. A., Illinois grain.
Dumont, W. L., cash grain broker.
Dumont, Roberts & McCloud Co., gr. dlsr.

EVANSVILLE.

Small, W. H., & Co., grain, seeds.

FORT WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GALVESTON, TEX.

Hanna & Leonard, grain, hay.

GREENVILLE, OHIO.

Grubbs, E. A., Grain Co., track buyers.

INDIANAPOLIS.

Bassett Grain Co., grain commission.
Riley, W. J., & Co., grain, feed, hay.

JACKSON, MICH.

Stockbridge Elevator Co., grain, seeds.

JACKSONVILLE, FLA.

McCallum, Kingsley & Co., grain, hay.

KANSAS CITY.

Beach-Keever Grain Co., grain receivers.
Ernst-Davis Grain Co., commission.
Kansas City Seed & Grain Co., seeds

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LOUISVILLE, KY.

Brandels, A., & Son, receivers & shippers.
Callahan & Sons, electric grain elevator.
Schuff, A. C., & Co., grain and hay.
Strater Brothers Grain Co., grain.

MEMPHIS.

Davis & Andrews, grain dealers & millers.
Denyven & Co., grain and hay brokers.
Wade, John, & Sons, grain dealers.

MILWAUKEE.

Franke Grain Co., grain and feed.
Lowry, I. H., & Co., grain commission.
Lull, Chas. R., grain, feed, hay.
Milwaukee Elevator Co., the barley house.

MINNEAPOLIS.

American Grain Co., grain commission.
Barnum Grain Co., receivers, shippers.
Brown, E. A., & Co., commission.
Poehler, H., Co., grain commission.
Marfield-Griffiths Co., grain commission.
Spencer Grain Co., commission, barley.
Van Dusen-Harrington Co., commission.
Welch, E. L., & Co., grain commission.

NASHVILLE, TENN.

Wilkes, J. H., & Co., grain, hay.

NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill fd.

NEW YORK CITY.

Carscallen & Cassidy, grain, hay.
Forbell & Tilson, grain commission.
Morey, L. A., oats and corn.
Reinhardt, Geo. N., & Co., hay, grain.

NORFOLK, VA.

Etheridge & Co., D. E., grain brokers.

PEORIA, ILL.

Miles, P. B. & C. C., grain commission.
Tyng, Hall & Co., grain commission.
Van Tassell Grain Co., receivers, shippers.

PHILADELPHIA.

Chapin & Co., grain, mill feed.
Delp, Edmund E., & Co., grain, hay.
Dunwoody, E., & Co., grain and seeds.
Edenborn, Harry M., grain, feed.
Koch, W. J., & Co., grain, hay, mill feed.
Rogers, E. L., & Co., grain, hay.

PITTSBURG.

Elwood, R. D. & Co., rye, oats, corn.
Foster C. A., grain, hay, feed.
Geidel & Co., grain, hay, straw.
Geidel & Dickson, grain, hay, feed.
Hardman & Heck, grain, hay, millfeed.
Keil & Thorne, grain, hay, feed.
McCaffrey's, Daniel, Sons, grain, hay.
McCague, R. S., grain, hay.
Smith, J. W. & Co., grain, hay, feed.
Walton, Samuel, hay, corn, oats.

PORTLAND, ME.

Merrill, Edward P., grain broker.

RICHMOND, VA.

Beveridge, S. T., & Co., grain, hay, seeds.
Fairbank, S. G. & Co., grain, hay, mill stuffs.
King, Geo. T., broker and commission.

SAVANNA, ILL.

Griffith-Hall Grain Co., barley.

ST. LOUIS, MO.

Brinson-Waggoner Grain Co., receivers.
Byrne, Daniel P., & Co., grain, hay, seeds.
Connor Bros. & Co., grain commission.
Funsten Bros. & Co., grain, hay, seeds.
Graham, G. L., & Co., grain, hay, seeds.
Picker & Beardsley, grain and seeds.
Sherry-Bacon Grain Co., grain commission.
Wallace, F. L., & Co., grain commission.

TOLEDO.

King, C. A., & Co., grain, clover seed.
National Milling Co., cash buyers of wheat.
Montgomery, R. H., & Co., corn, oats, hay.
McCabe, G. B., grain and seeds.
Prine & Potter, grain and seeds.
Reynolds Bros., grain and seeds.
Rundell, W. A., & Co., grain, seeds.
The Toledo Field Seed Co., clover, timothy.
The Toledo Salvage Co., salvage grain.
United Grain Co., grain commission.
Worts & Emmick, grain commission.
Zahm, J. F., & Co., grain, seeds.

TYRONE, PA.

Miller, John H., grain, hay.

WHEELING, W. VA.

Produce & Grain Co., corn, oats, hay.

RECEIVERS, SHIPPERS AND BROKERS.

MEMPHIS

DENYVEN & CO., BROKERS

Corn, Oats, Hay, Bran.
Consignments Solicited.

343 Front St.

MEMPHIS, TENN.

John Wade & Sons, GRAIN BUYERS AND DEALERS

Members Merchants' Exchange.

MEMPHIS,

TENN.

COLUMBUS, GA.

DAN JOSEPH

Grain, Hay, Flour, Provisions

Warehouse Capacity 100 Cars

Member:

Grain Dealers National Association.
National Hay Association.
The Texas Grain Dealers Association.

TOLEDO.

R. H. Montgomery & Co.

Buyers of

CORN, OATS and HAY

Correspondence solicited,

Offices: "The Nasby"

TOLEDO, OHIO.

CAIRO

H. L. Halliday Milling Co.

WHEAT, CORN AND OATS,

CAIRO, ILL.

Elevator Capacity 500,000 Bushels.

Sample Envelopes for Grain.

The Spear Safety Envelope is best
suited to the needs of grain dealers.

Write for samples

Manufactured by the

HEYWOOD MFG. CO.

Minneapolis,

Minn.

JACKSON, MICH.

Stockbridge Elevator Co.

Buyers and Shippers of

Grain and Beans,

JACKSON, MICH.

BATTLE CREEK.

McLANE, SWIFT & CO.

Successors to G. L. McLane & Co.

Buyers of Wheat, Corn, Natural and
Clipped Oats, Choice Rye.

Write for bids—your track.

Grain Elevators on Grand Trunk Railway.

BATTLE CREEK, MICH.

INDIANAPOLIS.

'Phone No. 80.

BASSETT GRAIN CO. Commission

Rooms 33 and 35 Board of Trade

INDIANAPOLIS, IND.

Both Cash Grain and Option Departments

W.J. Riley & Co.

Receivers and Shippers

GRAIN, HAY, FLOUR AND FEED

Write or wire us if you want to buy or sell.

Will answer promptly.

Indianapolis, Ind.

BOSTON

THOMAS RONALD

209 Chamber of Commerce,
Boston, Mass.

Member of Boston Chamber of Commerce, Buf-
falo Board of Trade, Grain Dealers National Ass'n
Representative of first class western houses.

Correspondence Solicited.

Off-grade wheat a specialty.

PEORIA.

SHIP TO PEORIA.

P. B. & C. C. MILES GRAIN COMMISSION MERCHANTS

Rooms 36 & 37 Board of Trade

Established 1875.

PEORIA, ILL.

DECATUR.

Bell Telephone, 235
Macon County, 791

Review Building
209-210

W. L. DUMONT

DECATUR GRAIN BROKER ILLINOIS

Member Illinois Grain Dealers' Association,
Decatur Merchants' Exchange. Correspond-
ence solicited. My accounts all of the best.
Good brokers can make you money.

SAVANNA, ILL.

GRIFFITH-HALL GRAIN CO.

BARLEY

Send Samples
for Bids

SAVANNA, ILL.

GREENVILLE.

E. A. GRUBBS GRAIN CO. GREENVILLE, O.

Car lots any road. Want to corres-
pond with dealers on Pay Handle,
Vandalia and T. P. & W. Can at
times use divided cars.

JACKSONVILLE.

KINGSLEY McCALLUM & CO. Hay and Grain Brokers

JACKSONVILLE. : FLA.

Quote prices f. o. b. your track with date to East
St. Louis or Memphis, on Hay, Corn and Oats.

EVANSVILLE

W. H. SMALL & Co.

RECEIVERS AND SHIPPERS

GRAIN, SEEDS AND HAY,

Office, 7 and 9 Upper 1st Street,

EVANSVILLE, IND.

Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

PORTLAND

EDWARD P. MERRILL,

Grain Broker,

PORTLAND, ME.

COLUMBUS

Columbus Grain & Elevator Co., Columbus, Ohio.

Oats a Specialty.

Correspondence Solicited.

Proprietor of Columbus Transfer Elevator.

CLEVELAND, O.

THE UNION ELEVATOR CO., BUYERS AND SHIPPERS Wheat, Corn, Oats, Hay and Straw

... Our Specialty ...

Recleaned Yellow Shelled Corn and
White Oats.

CLEVELAND, OHIO.

Grain Dealers' Scale Tickets

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net...bushels...pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 Cents. Address

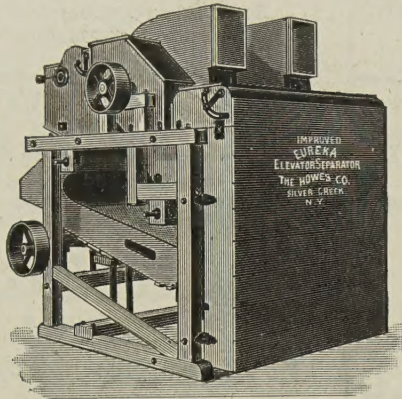
GRAIN DEALERS COMPANY, 255 LaSalle Street, Chicago, Illinois.



"The Eureka" Counterbalanced Two-Shoe Cleaner



Smoothest running machine ever built. Has two complete shoes running side by side, driven from the same shaft. Has two perfect air separations, large sieve surface and great capacity. Write for particulars.



The "Eureka" Oat and Wheat Clipper and Cleaner clips thoroughly and economically.

The S. Howes Company,
EUREKA WORKS, ESTABLISHED 1856 SILVER CREEK, N. Y.



BRANCH OFFICES: 202 Traders Bldg., Chicago, Ill.; 3 Pearl Street, New York City; 5 Chamber of Commerce, Minneapolis; 64 Mark Lane, London, England.



Grain Purifying

If you want full price for No. 4 oats, or for all off-grade oats and barley, you can get it by purifying with our System.

If you don't want full value, don't purify before shipment, and then you can sell at a heavy discount, and the transfer or terminal elevators will purify the grain and reap the profit—just as they have been doing for years.

An elevator proprietor who never saw a purifier until he installed ours during the past season, informs us that he took four cars of mixed oats all of the same quality, and after purifying two cars shipped to Chicago, where the two cars not purified inspected "No. 4, badly damaged, musty," and the two cars purified inspected "No. 2 oats." Then of three cars of poor white oats of like quality, he purified one car and two he did not purify, and shipped to Chicago, where the two cars not purified inspected "No grade white oats, burnt," and the car purified inspected "Three white oats." Then he took seven cars of No. 4 white oats and purified them and sent to Chicago, where they were officially inspected two cars as "No. 3 white oats" and five cars as "Standard."

For Descriptive Circulars and Samples of Grain, address

CALDWELL & BARR
EARL PARK, INDIANA.

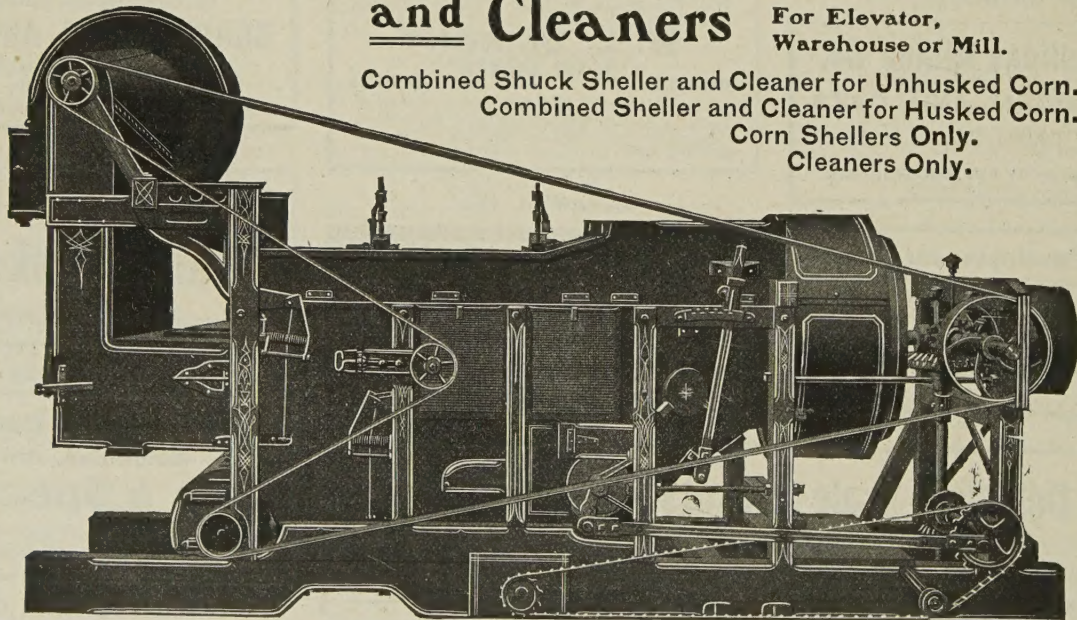
Both our Purifier and Process for Purifying are fully covered by U. S. Letters Patents, and while they are beneficial to all grains, they are especially valuable in removing mould, must, smut, fungus and weather or water stains, bad odors and smells from oats and barley, cooling when hot and drying when moist, without impairing their natural color, aroma, or germinating qualities.

New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.
Combined Sheller and Cleaner for Husked Corn.
Corn Shellers Only.
Cleaners Only.

CLEAN CORN CLEAN COBS CLEAN HUSKS



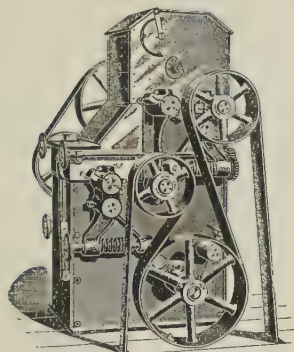
Favored by Insurance Companies
Because Husks are Carried
Out of Building.

The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE** or **MILL**.

MARSEILLES MFG CO. MARSEILLES
ILLINOIS....

Branches { Peoria, Ill., Council Bluffs & Cedar Rapids
{ Ia., Kansas City, Mo.



The Name Northway

on a feed mill is a guarantee of superior excellence in feed mill construction. It means larger grinding capacity, easier running qualities and durability.

NORTHWAY FEED MILLS

are first in favor and last to wear out. If you want to know what feed mill satisfaction really is, get a Northway. You should look them up anyway, before buying.

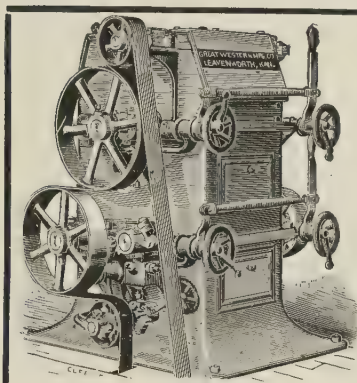
Strong & Northway Mfg. Co.
Flour and Elevator Supplies
MINNEAPOLIS, MINN.

EASY TO HANDLE

Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

Willford Manufacturing Co., 303 So. Third St., MINNEAPOLIS, MINN.



ELEVATOR MACHINERY—SUPPLIES

Our Stock is large and complete.
Can serve you promptly.

GREAT WESTERN MFG. CO.

LEAVENWORTH, KANS.
KANSAS CITY, MO.

NORDYKE & MARMON CO.

AMERICA'S LEADING MILL BUILDERS
INDIANAPOLIS, IND.

FEED MILLS

THREE ROLL-TWO AND THREE PAIR HIGH
ROLLER MILLS
ALL SIZES AND STYLES
BUHR STONE MILLS

ELEVATOR MACHINERY,
GRAIN CLEANERS,
SHELLERS.

OVERHEAD DUMPS,
TURN-HEADS, FEEDERS,
FLEXIBLE SPOUTS,
BUCKETS, BELTING,
POWER CONNECTIONS.

ELEVATOR SUPPLIES

GOODS OF FIRST QUALITY — PRICES LOW — SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

GRAIN TABLES FOR CAR LOADS

Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:

OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.
WHEAT (60 lbs.) eight tables, 20,000 to 108,000 lbs.
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.

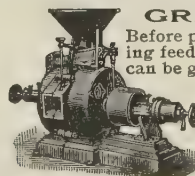
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

PRICE, \$1.50. Address,

GRAIN DEALERS COMPANY,

255 LaSalle St.,

Chicago, Ill.



GRINDING MILLS.

Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

SPROUT, WALDRON & CO., Drawer H, MUNCY, PA.

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY

255 La Salle St. CHICAGO, ILL.

DO YOU WANT

The grain trade news? Then subscribe for the **GRAIN DEALERS JOURNAL**, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago, for \$1.00 per year.

GRAIN ELEVATOR BUILDERS.



Boggess.

The best known elevator builders in the Mississippi Valley. Younglove & Boggess Co., Engineers. Designers and builders of grain elevators and flour mills, Mason City, Ia.



Younglove.

P. H. PELKEY
Contractor and Builder of
Grain Elevators
BUILDS MODERN UP-TO-DATE
ELEVATORS.
WINFIELD, KANSAS.

OLSON BROTHERS,
Practical Elevator Builders
and MACHINERY ERECTORS
172 Grand Avenue, Chicago, Ill.
Telephone Monroe 1614.

WM. W. LOCKWOOD,

Elevator Engineer, Furnisher and Builder. Best designs, latest improvements, most convenient equipment, gasoline engines, elevator boots, self-containing elevator heads, distributing spouts, car pullers, automatic wagon dumps, over-head-power trolley dumps, friction clutches and clutch pulleys—anything you want. Send for catalog.
WINFIELD, KANSAS.

W. S. CLEVELAND ELEVATOR BUILDING COMPANY

INCORPORATED
Capital Stock, \$100,000 MINNEAPOLIS, MINNESOTA

General Contractors and Builders

OUR SPECIALTY:
GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

**A Perfect Grain Elevator.
New Design, Price Moderate.**

Address L. H. HODGMAN, who is able to refer to every firm or individual for whom he has ever done a job.

215 Pollard Ave.

Dwight, Ill.



WE have over 200 complete sets of plans and specifications in our office for elevators in wood, steel and combination materials and we would be pleased to show you any of them. Perhaps we have something that would exactly suit your requirements. If not we can design one to suit you at the lowest possible rates.

Burrell Engineering & Construction Co.
Engineers 265 La Salle St., Chicago.
We build elevators, too.

FIREPROOF STORAGE

Does away with the fire hazard and pays for itself
by saving insurance premiums.

We build Grain Elevators of every description.

BARNETT & RECORD CO.
MINNEAPOLIS, MINN.**IMITATIONS ARE ALWAYS THE CHEAPEST**

But the GENUINE is worth the PRICE, and our

Pat. Ear Corn Automatic Chain Feeder is the original, most durable,
complete and satisfactory made

Wagon Dumps, Water-tight Boots and Grain Cleaners, our specialties.

Correspondence Solicited.

B. S. CONSTANT CO., Bloomington, Ill.

Get A. J. CLARK, the Millwright

He can build and repair your Grain
Elevators and Flour Mills.

He draws plans and furnishes estimates for any design or capacity you want. Write to him. His address is

2835 Chicago Ave., Minneapolis, Minn.

Say

Let the Grain Dealers Journal
Want Ads do your work.

They bring quick returns.

Reliance Mfg. Co.
LARGEST
ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

RELiance GRAIN CLEANERS
and carry a full line of Elevator Supplies.
1521-1523 Bates St., INDIANAPOLIS, IND.

Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

The only effective method within reasonable cost is to place an advertisement in the Grain Dealers Journal. Every copy goes to a live grain man and keeps its advertisements before him night and day. Try it.

GRAIN ELEVATOR BUILDERS.

IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

M. J. TRAVIS, WICHITA, KAN.

E. LEE HEIDENREICH

Grain Elevator
Designer & Builder

Heidenreich-Monier Armored Concrete Construction
Rookery Bldg. CHICAGO

ELEVATOR PLANS FREE

Plans and specifications for a modern grain elevator of any capacity, furnished free of charge to parties who will purchase the necessary elevator machinery and supplies from me. All material will be guaranteed to be the best grade and the prices the lowest.

FRED GROTENRATH
Grain Elevator Contractor
111 West Water St., Milwaukee, Wis.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

Steel Storage & Elevator Construction Co.

BUILDERS OF

Fire Proof Steel Grain Elevators

BUFFALO, NEW YORK

Send for illustrated catalog on fire proof steel grain elevators.

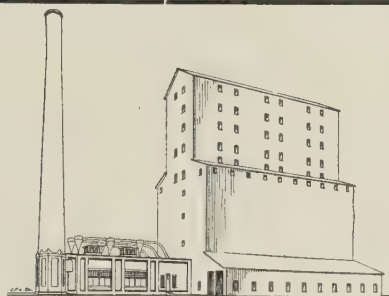
HONSTAIN, BIRD & CO.

Builders of

GRAIN Elevators

307 South
Third Street,
Minneapolis,
MINN.

TELEPHONE NO. 2680 L.



C. M. SECKNER & CO.

Contractors of

Grain Elevators and Factory Buildings

Contracts taken for all kinds of heavy
Work. Estimates furnished if desired.
803, 115 Dearborn Street, CHICAGO.

Office, 226 Flour Exchange

L. O. HICKOK

DESIGNER AND
BUILDER OF

Grain Elevators

any Design or Capacity

MINNEAPOLIS, MINN.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

WE make up-to-date plans and build up-to-date elevators of any capacity. If you intend to build write us about it. Read in this issue of the Journal about the elevator we built at Goodland, Ind.

HENDERSON & FRIEDLINE, Lafayette, Ind.

G. T. HONSTAIN.

Successor to Honstain Bros.

Contractor and Builder of

GRAIN ELEVATORS.

313 Third Street, South,
MINNEAPOLIS, MINN.

The New Era Elevator

For Quick Passenger Service in High Buildings.

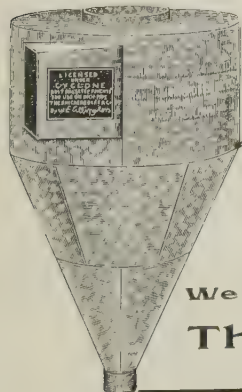


The greatest convenience ever introduced into Grain Elevators. All new, modern, and up-to-date Mills and Grain Elevators are installing our passenger elevator. Nothing to get out of order.

Saves time and money. Takes half the room and COSTS NO MORE THAN A STAIRWAY.

For full information address the

Sidney Elevator Mfg. Co.
(Sole Manufacturers),
SIDNEY, O.



HOW ABOUT THE DUST FROM YOUR EXHAUST FANS?

Is it giving you trouble? If so, The Hartford Patent Improved Dust Collector will obviate the nuisance.

It handles sawdust, shavings, chips, leather buffings, corn, meal, oats, cereals, seeds, dust, lint, etc. Write for Leaflet No. 55.

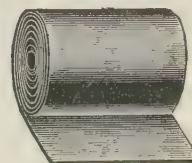
We Also Install Complete Exhaust Systems

The Hartford Blower Co.

124 Suffield Street . Hartford, Conn.

BELTING

FOR
CONVEYORS
AND
ELEVATORS
ALSO
Fire Hose,
Packing, etc.



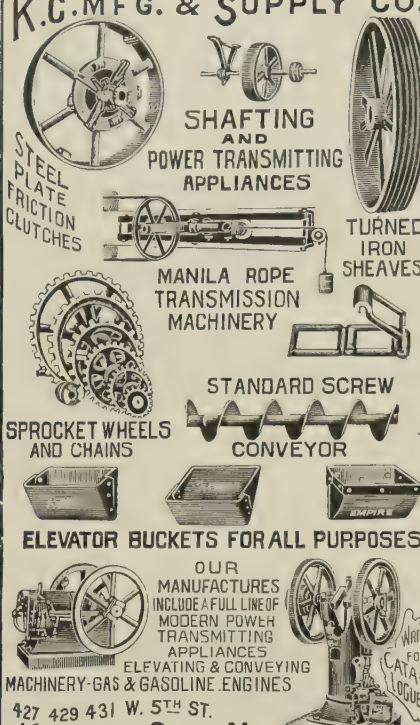
We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. Co.,
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.

GRAIN ELEVATOR SUPPLIES.

K.C.MFG. & SUPPLY CO.



STEEL PLATE FRICTION CLUTCHES

SHAFTING AND POWER TRANSMITTING APPLIANCES

TURNED IRON SHEAVES

MANILA ROPE TRANSMISSION MACHINERY

STANDARD SCREW CONVEYOR

SPROCKET WHEELS AND CHAINS

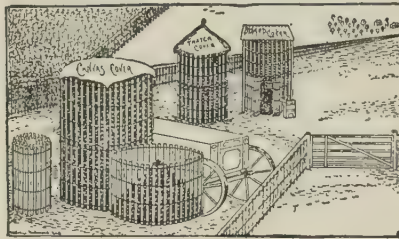
ELEVATOR BUCKETS FOR ALL PURPOSES

OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY—GAS & GASOLINE ENGINES

427 429 431 W. 5TH ST.
KANSAS CITY, MO.

WRITE FOR CATALOGUES

PORTABLE CORN CRIBS



The demand for CORN CRIBS will be enormous this season. Farmers are preparing to build new ones now. **YOU SHOULD STOP THEM IMMEDIATELY** by offering our **TELESCOPE CRIBS**, that are better, and at a fraction of what theirs will cost. Capacity: 125; 200; 300; 500; 800; 1,200 bushels. Order printed matter and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.

If You Don't

buy your goods of us

We Both Lose Money

Complete line of

ELEVATOR MACHINERY AND SUPPLIES

H.L.Thornburgh & Co.

Chicago, Ill.

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.

Wud U Sell Out?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Address,

GRAIN DEALERS JOURNAL

255 LaSalle St., Chicago, Ill.

Gasoline Engines,
Grain Cleaners,
Wagon, Hopper,
Portable, Dump Scales,
Elevator Supplies.

Write for Catalog of Complete
Elevator Equipment.

C. D. HOLBROOK & CO.

Minneapolis, Minn.

Skillin & Richards Mfg. Co.

CHICAGO, ILL.

CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

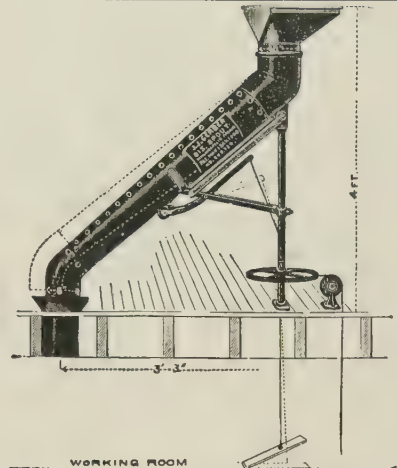
It will save you in labor all it costs in less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



The Flour City IMPROVED DISTRIBUTING SPOUT

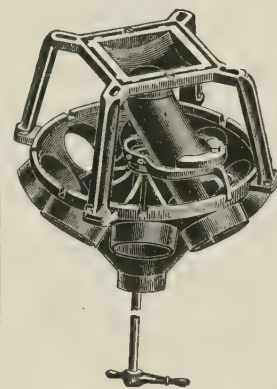
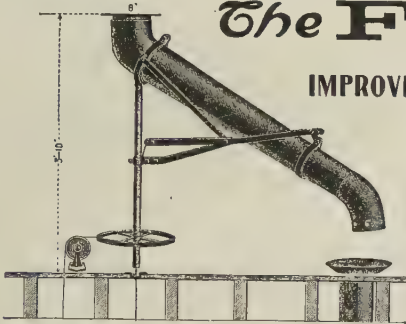
Combines Strength with Simplicity, Ease of Operation with Certainty of Adjustment

Making the Flour City the best distributing spout on the market to-day. Write to-day to

POND & HASEY CO.

231 Fifth Ave., So.,

MINNEAPOLIS, MINN.



Signals operator when bin is full or a spout clogged. Prevents mixing grain. Prevents chokes. Prevents fires from chokes. Takes less room in cupola. Takes less spouting to bins. Saves labor and trouble. Lasts forever.

Send for Booklet.

Hall Distributor Co.

222 FIRST NATIONAL BANK

Omaha

Nebr.

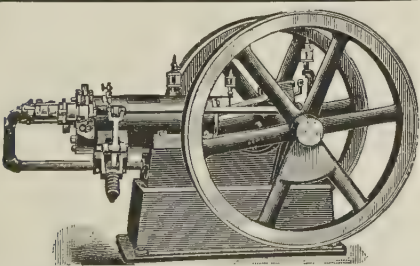
WHEN YOU WANT ANYTHING IN THE LINE OF Machinery, Belting or Supplies

It Will Pay You (and Us) to get our Prices. Good Stock, Prompt Shipments, Try Us

MIDLAND MACHINERY CO.,

412 So. 3rd St.

Minneapolis, Minn.



"Built for Business"

By Mechanical Engineers in a Modern Shop

Sole State Agents HOWE Gasoline Engines. Agents HOWE Scales.

Manufacturers of Elevating, Conveying and Transmitting Machinery.

Send us your RUSH orders.

York Foundry and Engine Works
YORK, NEBRASKA

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

A. H. RICHNER GRAIN FEEDER

Designer and builder of Grain Elevators, Elevator and Mill Supplies of all kinds.



(Patent No. 615,748)

It will pay you to get my 1903 prices before placing your order. Address
A. H. RICHNER, CRAWFORDSVILLE, IND.

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

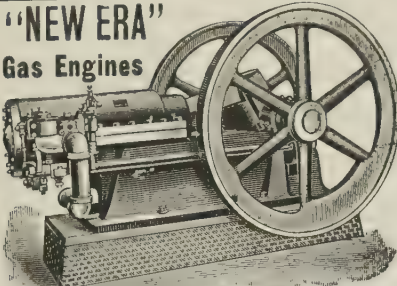
FOR SALE BY

GRAIN DEALERS COMPANY

255 LaSalle St., CHICAGO, ILL.

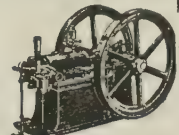
POWER FOR GRAIN ELEVATORS.

"NEW ERA"
Gas Engines

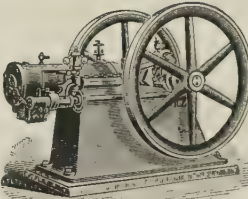


For Gas or Gasoline. Sizes 5 to 60 H. P.
NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

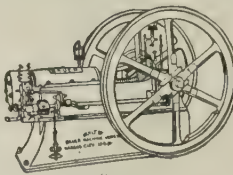
BRUNNER ELEVATOR ENGINE
FOR GRAIN ELEVATORS
From 1 to 30 H. P.
Write for descriptive circular.
CHARLES BRUNNER, Mfr
PERU, ILL.



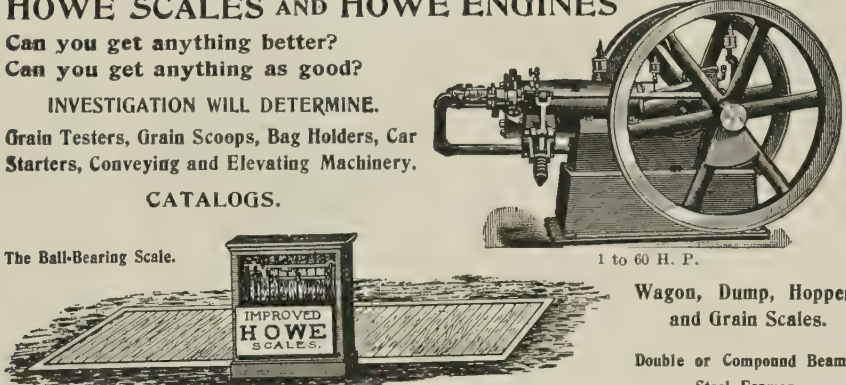
COLUMBUS ENGINES
Send for Catalog No. 39.
Columbus Machine Co.
COLUMBUS, O.



BAUER GASOLINE ENGINES
Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)
BAUER MACHINE WORKS CO.
KANSAS CITY, MO.



HOWE SCALES AND HOWE ENGINES
Can you get anything better?
Can you get anything as good?
INVESTIGATION WILL DETERMINE.
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.
CATALOGS.



The Ball-Bearing Scale. 1 to 60 H. P.
Wagon, Dump, Hopper, and Grain Scales.
Double or Compound Beams. Steel Frames.

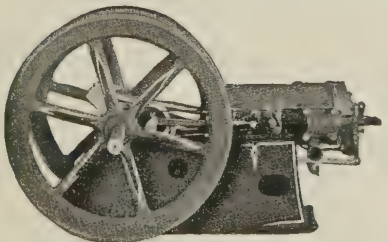
St. Louis, Kansas City, Minneapolis, Cleveland.
Borden & Selleck Co., Chicago, Ill.

Feed Your Boiler with a Desmond Injector
Simplest, Most Satisfactory, Least Expensive. It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.



It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.
The Desmond will grade lower than any other injector made.
SOLD UNDER AN ABSOLUTE GUARANTEE.
WRITE FOR CATALOGUE.
Desmond-Stephan Mfg. Co. URBANA, OHIO.

When in the Market for a Gasoline Engine
Do not fail to write for



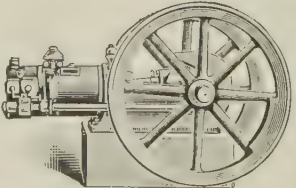
Illustrated Catalog and Prices to the
Waterloo Motor Works, Waterloo, Iowa

THOMPSON-LEWIS GAS ENGINE
10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.



J. THOMPSON & SONS MFG. CO.
118 BRIDGE STREET. - BELLOIT, WIS.

The "Penny Wise and Pound Foolish"
policy has an apt illustration in the man who buys a cheap gas or gasoline engine. Unreliable service, frequent and expensive repairs, wastefulness in fuel and short life offset many times over, the small saving in first cost. The "OTTO" is the original and best. Suppose it does cost a little more money, the extra dollars are well invested. 70,000 users throughout the civilized world support us in this claim.



THE OTTO GAS ENGINE WORKS,
Chicago Representative, T. W. SNOW, 360 Dearborn St. PHILADELPHIA, PA.

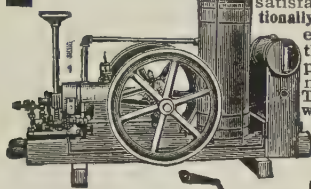
Tons to Dollars and Cents
Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.
Price \$1.00
GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

POWER FOR GRAIN ELEVATORS.

30 DAYS FREE TRIAL

In order to prove to you that the

will do your work perfectly and at less cost of operating than any other, we will sell you one on 30 Days' Free Trial, and agree to take it off your hands if not perfectly satisfactory. Made in all sizes, 1½ to 40 H. P., everyone unconditionally Guaranteed. Simple, safe, durable, cleanly, economical, efficient. Thousands in use, for all power purposes about the farm, ranch, plantation, in factories, etc., running pumps, grinding machines, mills, corn huskers, threshing machines, fanning mills, churns, cream separators, etc. The perfected result of 30 years machine constructing, 17 of which were devoted exclusively to Gas and Gasoline Engine making. Tell us what you want to "run" and we will send you Catalog and price list and tell you the size engine you need. Gas Engines shipped at once either from Chicago or Kansas City.



WITTE Gas & Gasoline ENGINE
WITTE IRON WORKS CO., 515 W. 5th St., Kansas City, Mo.



Investigate

this engine before buying. It requires less space and attention than others. Makes little noise. Uses either gas or gasoline.

Write for prices.

W. B. MURRAY, 1253 MILWAUKEE AVE. CHICAGO.

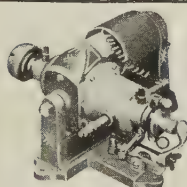
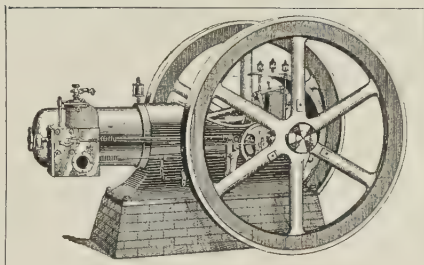
THE MODEL GASOLINE ENGINES

Are adapted for use on either gas, gasoline or ordinary kerosene oil. They start as readily in cold weather as in warm and being simpler in construction are less apt to get out of order than any other.

Write for catalog and prices.

MODEL GAS ENGINE CO.,
AUBURN, IND.

Marseilles Mfg. Co. Western Sales Agents, Marseilles, Ill., and Cedar Rapids, Iowa. Hicks Cream Separator Co., Agents for the Northwest, Minneapolis, Minn.



To Owners of Gasoline Engines, Automobiles, Launches, Etc.

The Auto-Sparker

does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.

Motsinger Device Mfg. Co., 88 Main Street, Pendleton, Ind.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

The Practical Gas Engineer

(Second Edition)

A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

By E. W. Longenecker, M. D.

The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book contains 140 pages, is of convenient size, printed on book paper and neatly bound in cloth. Price \$1.00.

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

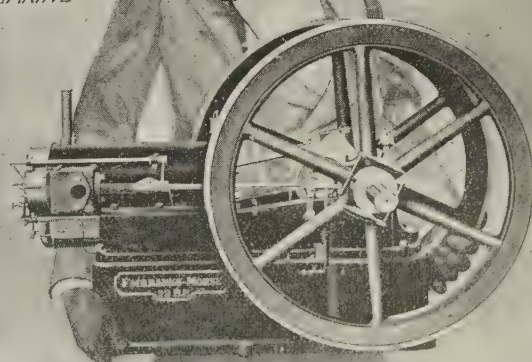
GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

FAIRBANKS MORSE & CO.

GAS AND GASOLINE ENGINES

STATIONARY
 PORTABLE and
 MARINE

CHICAGO, ILL., U.S.A.
 DETROIT, CLEVELAND,
 CINCINNATI, INDIANAPOLIS,
 LOUISVILLE, ST. LOUIS,
 KANSAS CITY, ST. PAUL,
 MINNEAPOLIS, OMAHA,
 DENVER, SAN FRANCISCO,
 LOS ANGELES, PORTLAND ORE.



TWO GREATEST POWERS ON EARTH

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

C. A. BURKS, Decatur, Ill., Elevator Broker.

GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

IF YOU WANT to sell your elevator, write me. Have customers all the time. T. C. Grady, Maroa, Ill.

ELEVATOR at Morrison, Oklahoma, for sale. Address T. J. Donahue, Morrison, Okla.

GRAIN AND COAL business for sale at an A. I. grain point. Write C. A. Burks, Decatur, Ill.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

ELEVATORS FOR SALE—All in the corn belt of Illinois. Write for particulars. T. C. Grady, Maroa, Ill.

NEW ELEVATOR in Sac County, Iowa, for sale; 25,000-bushel, 9-bin, cribbed. J. J. Grosenbaugh, Nemaha, Iowa.

GOOD ELEVATOR in central Illinois in good town and territory. A snap. Write today. Snap, Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in northern Indiana. Good territory. No competition. Crops are good. Address A1, box 8, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in good grain country; 40,000 bushels capacity. Handle coal and feed. Elevator new and in good repair. Address W. Senf, Latimer, Franklin Co., Iowa.

FOR SALE—14,000-bushel elevator in western Indiana. With feed and coal trade as side lines. For full information, call on or address, Chas. S. Harter, Plainfield, Ind.

BUSINESS FOR SALE—Whole or half interest in an old established grain and milling business. Good opening for alert, honest young man with some means. Send references. Address Box 345, Beatrice, Neb.

ELEVATOR, lumber and coal business located in central Illinois, for sale; shipments 350 to 400 cars of grain a year. Will take good farm land as part payment. Address Forth, box 8, care Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR for sale; 20,000 bushels capacity; two years old; in best territory in eastern Nebraska. Two houses at station. Will trade for house in Minnesota. Address R. S. T., Box 9, Care Grain Dealers' Journal, Chicago, Ill.

ELEVATOR and coal business for sale; located in town of 3,000 inhabitants in central Iowa, on C. & N. W. Ry. Doing good business. Good coal sheds, cribs, etc. Price \$3,700.00. Address A. B. C., Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR in Indiana for sale; capacity 30,000 bushels; crib room 15,000 bushels; modern in every respect; good reason for selling. Address W. E., Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR for sale; capacity 30,000 bushels; new 20-h.p. gas engine, all in good order; good cement corn dump, feed grinder, corn meal mill and bolter. Flour room separate from elevator, 20x40, fire-proof building, built new this summer. Address Lock Box 68, DeGraff, O.

ELEVATOR on Grand Trunk & Western Indiana Belt Railroad for sale at a bargain, or will rent. Fully equipped for cleaning, clipping and drying grain; 100,000 bushels storage. Address J. A. Bloomington, 1410 Security Bldg., Chicago, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE; situated on the M. K. & T. R. R., 25 miles north of Parsons, in the oil and gas belt; handled 80,000 bushels last year; capacity 10,000 bushels; feed mill and coal business in connection. For particulars inquire of Wells & Farmer, Stark, Kan.

ELEVATOR FOR SALE in the corn belt of central Iowa. Only elevator in the town; having steam power, corn sheller and feed grinding burrs; capacity 20,000 bushels. Splendid opening for lumber with it. Splendid opening for somebody. Price only \$2,500.00. Address Stilwell, Crow & Co., Lebanon, Mo.

ELEVATOR FOR SALE at a decided bargain; 100,000 bushels capacity. Owner sick and wishes to quit business at once. Elevator located in Kansas City, now running and in first-class repair; good trackage and free switching. Apply to Secretary Board Trade, Kansas City, Mo.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATOR at Harrisville, Ind., for sale; 10,000 bushels storage; 600-bushel registering beam hopper scales; new Western Sheller and Shaker Cleaner, large capacity; steam engine, 35-h. p.; new roller feed and mill outfit complete; 1½ acres land. Price \$5,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

ELEVATOR FOR SALE, 22,000-bushel, 15 bins, 22-horse Fairbanks Gas Engine; all modern cleaning machinery; in best Oklahoma wheat belt; situated in university town. Cleared \$18,000.00 last three seasons. Also elegant \$3,500.00 residence. This is a snap. Address R. T. B., Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H., Box 11, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—One or both of our elevators in best corn country on earth. Write for particulars if you mean business. Failing health cause of selling. P. O. Box 835, Shenandoah, Iowa.

ONE NEW MODERN ELEVATOR on the Wabash R. R., in northern Indiana, for sale; eight thousand bushels capacity; two gasoline engines, one five-horse Lambert for receiving and cleaning grain, one 17-horse Lambert for grinding. Business well established and location excellent. No competition. Address M. D. P., Box 9, Care Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale; located in central Indiana, on the Big Four Railroad, in the very best corn and oats country. Machinery and buildings all in good shape. The two houses handle from 500,000 to 600,000 bushels per year. This is a good clover seed section. Also handle wool and coal and have a good trade in these. Reason for selling, poor health. I am not able to work, and will not be for some time. These are money making properties and it will pay you to investigate. Address Big Four, Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale; 40,000 bushels capacity, 35-h. p. steam engine; machinery new 1892; steam shovel, cleaner, corn-sheller, feed mill, track scales. Handling from all railways entering Kalamazoo—Michigan's best winter wheat section. Patrons 41 years, millers, all Eastern States. Excellent opportunity, large trade, wheat, rye, corn, oats, wool, seeds, coal, flour, feed, etc. Population city, 30,000. On main street, ¼ mile from business center. Original cost building, machinery, \$20,000; convertible into flour mill; no merchant mill here. On valuable business lot, 97 ft. front, 165 deep. Entire property, \$7,000 cash—no trading. Address J. L. Sebring & Co., Kalamazoo, Mich.

ELEVATOR AND LARGE MILL for sale at great sacrifice. Located at Elizabethport, N. J., near tidewater with two railroad sidings. Can be had for less than one-half its cost. Buildings are comparatively new; mill 32x53 feet; office and flour house 32x50; elevator 43x53 with 20 pockets and storage capacity for 100,000 bushels of grain. Adequate steam power, all connected; improved machinery for cleaning grain; steel mills for grinding feed; oat clippers and other improved machinery. Brick storehouse 69x100 with steam engine. For further particulars, write E. M. French, Plainfield, N. J.

GRAIN AND COAL BUSINESS FOR SALE; located at the county seat of the best corn and oats producing county of the state of Indiana. Only one other elevator and coal dealer here. Elevator 35,000 bushels capacity, iron clad, 3 dumps, 3 stands of elevators, Fairbanks Hopper Scales, Western Corn Sheller, Eureka Cleaner, Invincible Clippers. Erie City Engine and Boiler, 40 horse power. One corn crib, double, shingle roof; 16-foot driveway, 100 feet long; 1 single crib 90 feet long; 1 barn, room for 4 horses, and bin room for ten cars coal. Have good coal trade. Address Amos, box 8, care Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

TEN ELEVATORS for sale; some bargains if taken soon; all moneymakers; located in Illinois, Indiana and Ohio. List your houses with me for sale. Aaron Smick, Decatur, Ill.

ELEVATOR FOR SALE, 15,000 bushels capacity, new, up-to-date, overhead dumps, gasoline power, cleaners, etc. Address Ford, box 8, care Grain Dealers Journal, Chicago, Ill.

NEW, 22,000-BU., 7-bin elevator in Goodhue Co., Minn., for sale at a bargain. Cribbed, stone foundation, dump and hopper scales. Otto 5-h. p. engine in stone engine house. Good barley station. One competitor. If you want it for \$3,500 cash, write B. Scott, Box 2, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

FOR SALE—Few shares 5 per cent cumulative stock of one of the most prosperous grain concerns in the country. Write for particulars. Address Stock, Box 9, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—The official list of all the millers, grain, hay and bean shippers in Michigan. Price of book without the quarterly corrections, \$1.50; price of book with quarterly corrections, \$3.00; cash with order. Address M. G. Ewer, Secretary-Treasurer Michigan Grain Dealers Association, Room 6, Kingman Block, Battle Creek, Michigan.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9 x 18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS HOPPER SCALE, 60-bushel, for sale. Nearly as good as new. Price, \$32.00: Hopkins & Co., Akron, Ia.

HELP WANTED.

PRACTICAL MILLWRIGHTS wanted to sell and install our grain handling specialties. Write for particulars. B. S. Constant Co., Bloomington, Ill.

PARTNERS WANTED.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

ELEVATOR WANTED to buy or lease. Any state, but northern Ind. pfd. Ad. P. D. Q., Lock Box 12, Huron, Kan.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR in Ia., Minn., or the Dakotas wanted in exchange for 320 acres in Red River Valley; small plant for 160. G. A. Paton, Redwood Falls, Minn.

WRITE C. A. BURKS, Decatur, Ill., if you want to buy a good grain point in central Illinois—a good corn crop in surrounding territory.

ELEVATOR WANTED in Ohio or Indiana; will buy, lease, or run on per cent. Wm. Mendenhall, Woodington, Ohio.

WANTED—ELEVATOR or line of elevators to rent or buy if satisfactory; west, central Illinois, or eastern Iowa. Give full particulars and terms. Box 352, Bushnell, Ill.

ELEVATOR WANTED, situated in a good locality with a good trade, in exchange for a farm of 220 acres in Ashland County, O. For particulars, address E. F. Shelley, Loudonville, O.

GOOD GRAIN BUSINESS wanted in Illinois, Iowa, or Indiana, in exchange for a section of land in Thomas County, Kansas. This land is a good investment. Address Chas. Whiting, Roscoe, Ill.

GOOD IOWA ELEVATOR and implement or elevator and lumber business wanted in exchange for a fine half section of Minnesota land; or will sell land. Address F. L., Box 9, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR Business wanted in exchange for 480 acres prairie land in McLean Co., N. D. All level and tillable; 2 ft. rich black loam, clay subsoil. Third cash or exchange. Box 103, Danube, Renville Co., Minn.

ELEVATORS WANTED in Iowa in exchange for equity in two good half section farms in Polk Co., Minn. Elevators must handle not less than 100,000 bushels per year. Address Bard, Box 7, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for two good lots in North Minneapolis, facing Fairview Park. All improvements in. Lots lie high and dry and give beautiful view of park. Most desirable location for residences. Address J. Strong, 239 W. 66th St., Chicago, Ill.

LOCATIONS FOR ELEVATORS

FINE LOCATIONS for elevators and other industries can be found on the line of the Belt Railway of Chicago (The Inner Belt), where there is an ample car supply, competitive rates and quick switching. Easy access to all Chicago roads. For further information address B. Thomas, President, Dearborn Station, Room 13, Chicago, Ill.

MILLS FOR SALE.

PLANSIFTER Mill, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

FOR SALE or rent—Mill, situated near N. J. Central and D. L. & W. Railroads at Junction, N. J. Roller process, good water power; three dwelling houses and 11 acres land. Address Rev. J. B. Kugler, Clinton, N. J., or W. K. Mackey, Plainfield, N. J.

A FINE OPENING for a practical flour and grain man to take interest in and management of a good 100-barrel mill and new 40,000-bu. elevator. Parkville is a college town in a fine soft wheat territory within ten miles of Kansas City. Write to H. B. McAfee, Parkville, Mo.

ROLLER FLOURING Mill for sale, 100-barrel, with elevator capacity 25,000 bushels. Water the entire year for corn and chop; six months for flour. Situated in a prosperous town of 12,000 inhabitants on two trunk line railroads. Mill doing excellent business; running day and night; booked 30 days ahead. Full particulars upon application to Huntington Mill Co., Huntington, Ind.

OHIO MILL for sale—The undersigned will offer at public sale, in front of the Court House, Chillicothe, Ohio, Monday, November 23d, 1903, at 10 o'clock A. M., a 100-barrel steam flour mill; fuel natural gas; up-to-date machinery; ample storage for both grain and flour; good town and country; three railroads; forty years' established trade. Appraised at \$6,500.00, one-half cash, balance in two equal annual payments. Samuel Epstine, Assignee, Chillicothe, Ohio.

Testimony

from those who know the value of the "For Sale" and "Wanted" columns of the Grain Dealers Journal for reaching live grain dealers.

Continue ad until further notice: It brings results.—T. C. Grady, Maroa, Ill.

Stop the ad it has brought us a trade.—Mell & Cole, Elgin, Okla.

We have sold out. Your journal did it.—McCrea & Vlerebome, New Holland, Ohio.

Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more; all of which came about thru the recent ad run in the Journal.—Julius Kunz, Wesley, Ia.

Please stop ad as I am now overwhelmed with applicants. I am receiving answers from Ohio to Colorado.—J. R. Marsh, Cedar Vale, Kans.

At the time we inserted our ad in your Journal, we also sent the same to the daily papers in St. Louis, Chicago and other cities. We are pleased to say to you that we received more replies thru the ad inserted in your paper than any other one that we advertised in, tenfold.—The Union Grain and Hay Co., Cincinnati, O.

What the Journal has done for these advertisers, it can do for you.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—12-horse Columbus Gas Engine, fine, \$250. F. W. Bacon, Tiffin, O.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

"GUS" Gas and Gasoline Engines. "None better made." Write for prices. Carl Anderson Co., 23 N. Clinton, Ch'go.

OTTO GAS ENGINE for sale, 7½-horse power, second-hand. Hafner Furniture Co., 2620 Dearborn St., Chicago, Ill.

FOOS GAS or Gasoline Engine, 12 or 14 h. p., for sale; first-class condition; same as new. Address H. C. Teeter, Hagerstown, Ind.

SIX-HORSE POWER Charter Gas or Gasoline Engine for sale. Run but little since thoroughly overhauled at shops. Woodbury & Files, Muncie, Ind.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

NICOLL & SHEPARD SKID ENGINE for sale, 14 h. p., in good running order. Very cheap if sold soon. For particulars, address W. H. Dunn & Co., Mt. Comfort, Ind.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—One 13x16, 100-h. p. Atlas Center Crank Automatic Engine, with 66x12 wheels and sub base; used for electrical purposes; in good order. Address O. S. Potter, Toledo, Ohio.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps; roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

GASOLINE ENGINES for sale—30-h. p. Webster; 25-h. p. Fairbanks-Morse; 14-h. p. Otto; 9-h. p. Otto; 6-h. p. Fairbanks; 22-h. p. Foos; one of each. A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

ENGINES FOR SALE.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

CLOSING OUT a few second-hand Gasoline Engines of different sizes at bargains; 9-h. p. Charter \$125.00. New Foos Gasoline Engines, portable and stationary, all sizes. Write for illustrated catalog. Largest exclusive gas engine factory in the U. S. J. R. Detweiler, 349 Dearborn St., Chicago, Ill.

GAS AND GASOLINE ENGINES for sale; second-hand. One 35-h. p. Otto, one 65-h. p. Foos, one 60-h. p. New Era, one 15-h. p. Lambert; also several of smaller sizes; all in good working order. Also new Backus Gas and Gasoline Engines, all sizes. Chicago Water Motor & Fan Co., 22 S. Canal St., Chicago, Ill.

ENGINES AND BOILERS.

ENGINE AND BOILER—12-h. p. engine, 16-h. p. boiler; all in good running order. Will sell very cheap. The Oto Grain & Live Stock Co., Oto, Ia.

ENGINES FOR SALE—One 16 h. p. portable and one 10 h. p. Also stationary engines and boilers, elevator cups, belting, etc. The Miller Oil & Supply Co., Indianapolis, Ind.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

FINE WHITE WHEAT for making Egg-O-See, wanted. Quote prices. Need about 1,000 bushels per day. The Battle Creek Breakfast Food Co., Quincy, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

WANTED—QUOTATIONS on Corn, Oats, Hay, and Bran. H. D. COTHRAN & CO., ROME, GA. References: R. G. Dun & Co., and First National Bank.

MACHINES FOR SALE.

KELLEY Duplex Grinding Mill, No. 3, in good order, for sale cheap. Wm. Drew & Sons, Delisle, Ohio.

ONE BOWSHER MILL, No. 1, with elevator attachments, only run for 30 days, for sale at half price. Trees Mfg. Co., Greenfield, Ind.

CORN SHELLER for sale, second-hand, in good working order; capacity 200 bushels per hour; price \$25.00. Hall Roberts, Postville, Iowa.

SPECIAL BARGAINS IN SEPARATORS AND CLIPPERS. Write for Circular No. 18, now ready. A. S. Garman & Sons, Akron, Ohio.

PORTABLE DUMP—In fine condition. Just the thing for station too small for elevator. Load into cars or crib. Woodbury & Files, Muncie, Ind.

CORN SHELLER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

FOR SALE—Two stout wooden boots for 12-inch buckets, \$7.00 each. With pulley, take-up boxes, shaft and collar, \$20.00 each. B. S. Constant Co., Bloomington, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

FOR SALE—2 No. 5 Cyclone Dust Collectors, \$30 each; 1 No. 16 Eureka Horizontal Scourer, new, \$50; 1 7x16 Corrugated Double Roll, \$60. F. W. Bacon, Tiffin, O.

CORN SHELLER, Cyclone, Jr., two-hole, for sale; good as new. Wagon box elevator. Just the thing to shell crib corn and load direct into cars. Woodbury & Files, Muncie, Ind.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

FOR SALE—One 6-inch spiral steel conveyor, 18 feet long, coupled with hangers and cast end in good order; 4 push boxes, 1 11-16 x 15. Cast pulleys all sizes. For prices address A. H. Richner, Crawfordsville, Ind.

MACHINERY for sale—Ear corn crusher, good as new, \$30; corn sheller, used once, \$25; also a complete outfit for making kiln-dried corn meal, consisting of a Cutler Drier, a Huntley Corn Meal Purifier, and a grain cleaning machine; also pulleys and shafting. Will sell very cheap, as we have gone out of business. Forest City Mills, Cleveland, Ohio.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

AN EXPERIENCED MAN wants position as manager of country elevator. Address S., Box 9, Care Grain Dealers' Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers' Journal, Chicago, Ill.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers' Journal, Chicago, Ill.

POSITION WANTED as superintendent of line of elevators, or barley buyer for malting company or brewery. References. Address H. J., Box 7, Care Grain Dealers' Journal, Chicago, Ill.

MISCELLANEOUS.

WE ARE extensive bean buyers and would be pleased to have your bid on milled beans; quality good.—Hinkley & Jones, Owendale, Mich.

RESPONSIBLE AGENTS wanted in unassigned territory for the resale of Kerosene Engines. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

TWENTY-ONE is the number of elevators that C. A. Burks, Decatur, Ill., has sold during the past year. Write him if you want to buy or sell. All information confidential.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

GRAIN AND SEED FOR SALE.

WE BUY and sell Timothy, Red Top, Clover and Cow Peas Seed. In fact, we are dealers in all kinds of seeds. S. F. Epler & Son, Albion, Ill.

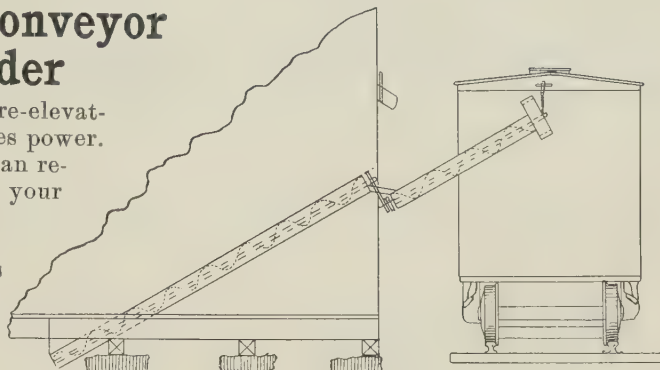
WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEEDS—We buy and sell all kinds of Farm, Field and Garden Seeds, wholesale and retail, including Timothy, Clover, Millets, Hungarian, Buckwheat, Beardless Barley, Popcorn and Alfalfa, and are especially in the market at this time for Alfalfa, Bromus Inermis, Millets and Cane Seeds. Send sample and price expected at your nearest station. Address Ratekins' Seed House, Shenandoah, Iowa.

The local agent of the Omaha road at Minneapolis, Minn., is said to have been stricken with vertigo upon having his attention called by a grain receiving house to an undercharge in freight of 5c per 100 lbs. He is now lamenting the early death of Diogenes.—T.

Screw Conveyor Car Loader

does away with re-elevating grain. Saves power. By its use you can reduce the cost of your new elevator. Small elevators for loading cars direct from wagons a specialty.



WRITE TODAY FOR CIRCULARS AND PRICES.

Iowa Grain & Mfg. Co., Odebolt, Iowa.

MAROA MFG. CO., Maroa, Ill.

SPRINGFIELD, ILL., June 29, 1901.

Dear Sirs:—Yours of the 28th to hand, and regarding your car loaders, we have four of these in use and are very well pleased with them. We think they do everything claimed, and much better than other kinds which we have tried previously. Yours very truly,

E. R. ULRICH & SONS.

When people write testimonials and follow them up with further orders, there is no question about their sincerity. E. R. Ulrich & Sons purchased four of our loaders in the summer of 1901, after which they wrote above testimonial. Since then they have purchased eight more, making twelve in all. We make these loaders in five different sizes, and send them on trial into territories where they are not known. Write us for full particulars.

MAROA MANUFACTURING CO.,

MAROA, ILL.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.


190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....



**PERFORATED METAL
FOR
GRAIN CLEANERS**

THE ROBERT ATCHISON PERFORATED METAL CO.
305 305 DEARBORN ST. CHICAGO, ILL.

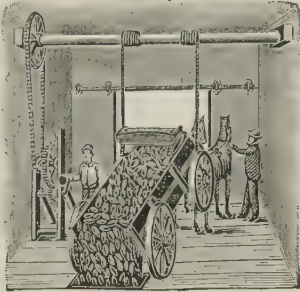


COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " " - - 1.50

Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.

H. S. COVER
153 Paris St., South Bend, Ind.

PHILIP SMITH, SIDNEY, OHIO.



Smith's Improved Overhead Dump

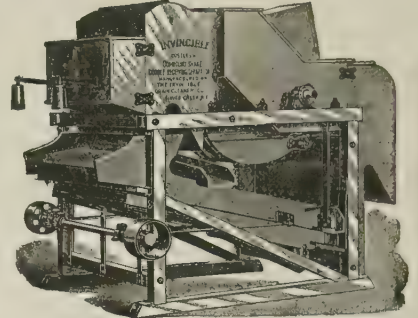
Chain Drag Feeder, "Ohio" Sheller,
Marquis Ear Corn Feeder,
Improved Elevator Head and Self Cleaning Boot,
Saw Dust, Tupper and Straight Bar Furnace Grates.

INVINCIBLE

Compound-Shake Dustless, Double

RECEIVING SEPARATOR

(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

Invincible Works,

SILVER CREEK, - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchorne Block, Indianapolis, Ind.



THE MONITOR SCHOOL

Lesson in Monitor Durability.

The durability of a machine is more of a factor in rendering it economical than the first cost. The prime requisite of durability is purity and strength in the materials used in a machine's construction, together with the accuracy and care with which it is put together.

The strength and purity of the materials used in the making of Monitor Grain Cleaning Machines, together with the careful construction of the working parts have produced the most durable as well as the most efficient and economical Grain Cleaning machines on the market. They are without equal, not only when new from our own plant, but they stand the test of time. A Monitor machine never dies. When we create it, it lives forever.

Let us demonstrate the superiority of our machines by means of a thirty days' free trial. This in no way obligates you to buy. It is merely a sure method of making you see that our Monitor Elevator and Warehouse Separators, Scourers, Seed Cleaners, Oat Clippers, Flax Cleaners and other grain cleaning machines, are the most economical and efficient on the market.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCH OFFICES { 302 Traders' Building, Chicago, Ill., F. M. Smith, Manager.
221 Mission Street, San Francisco, Cal., F. D. Wolfrom, Manager.
121 Front Street, New York City, J. W. Perrine, Manager.



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK, Manager.

Subscription Rates

if paid in advance One Dollar per year; Sixty Cents for six months; if not paid in advance, \$1.50 per year. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year in advance; to Chicago outside carrier limits, \$1.50.

A Red Wrapper on your Journal means your subscription has expired.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., NOVEMBER 10, 1903.

GREAT BRITAIN'S agitation for a tax on breadstuffs imported from other than its colonies continues to wax warm.

CLEANING SEED GRAIN free for farmers has proved a profitable investment among grain-elevator men, as well as a profitable service for the farmers.

PUTS AND CALLS are still harvested at Milwaukee, altho some changes in the rules of that market have been made, out of deference to the demands of the Chicago dealers.

BARN BUILDERS' elevators are beginning to fall and more of them, no doubt, will soon be found in a heap, as soon as the movement of grain to the country markets becomes more general.

FARMERS who busied themselves in the early days of September making ear muffs for their corn, are now regretting that October did not bring a few sharp frosts to help ripen the slowly maturing grain.

ANOTHER crop of farmers' notes has been harvested by a promoter, representing the Buffalo Elevator & Warehousing Syndicate. The notes all provide that they are due when the first material for the elevator is on the ground. After getting notes and cash amounting to about \$2,500 from the farmers in the neighborhood of Hammond, Ill., the shrewd promoter dumped a carload of stone on the ground

and of course the notes were immediately due. It is truly wonderful how fast suckers bite on this scheme.

THE EASTERN INDIANA DIVISION of the state assn. has declared uncompromisingly in favor of buying ear corn by the hundred-weight instead of by the bushel. The practice is growing in both Indiana and Ohio and gaining favor in both states, principally on account of the 68 lb. ear-corn laws.

A SOCIETY for the extension of statute of limitations is about to be formed at Albany. However, it is prescribed that the dealer who sells for delivery of grain within a specified time shall not receive any relief from the organization, even tho the market may go against him and he be unable to secure cars within the time specified.

IT is not often that fans are placed in the dust-room of a country elevator, but an instance of this arrangement has recently come to us in the report of a fire due directly to the hot box of the fan. Dust and friction are most excellent promoters of fire, as elevator men who strive to reduce the fire hazard of their plants well know.

SATISFACTION of a spiteful feeling toward competitors seems to be the sole purpose of some unreasonable dealers in grain. They pay more for grain than they can sell it for and force all neighboring dealers to do likewise. Overbidding your competitors will please the grain growers, but it is no indication of special business ability; more often it proves the lack of it.

ONCE AGAIN the interstate commerce commission will seek more evidence in the Omaha Elevator case, which involves the right of the Union Pacific to pay the Omaha Elevator Company $\frac{1}{4}$ c per bushel on all grain elevated from its cars. Even tho the commission decides that the discrimination is unjust, unfair and unlawful, the railroad is not likely to pay any attention to the ruling. When the commission decides a point favorable to the railroad company, then is the ruling followed strictly, but whenever the ruling of the commission does not suit the wishes of the railroad managers it is ignored completely.

TIPPING train men to obtain cars is not a new practice in the grain business, but recently it has caused considerable friction in Kansas and the dealers who refused to "bribe" train men for what they consider justly due them, have been without cars while their neighbors, who did not hesitate to tip the train men, secured cars as they wanted them. It would seem a comparatively easy matter for a shipper to get damages against a railroad, which permits the selling of its cars to others, altho he has unfilled orders of

long standing. If shippers would do more reading, and read more carefully, so that they might obtain a clearer conception of what constitutes their true rights, they would receive fairer treatment at the hands of the carriers, because they would be in a position to demand it.

MISSOURI'S RAILROAD COMMISSIONERS have recently learned that in issuing orders to the railroads they are wasting their breath, or probably ink and paper. Some time ago they ordered the railroads to set grain cars on tracks at Kansas City where inspectors could find them so grain could be inspected without delay, but the carriers go on their peaceful way and ignore both the interests of the trade and the orders of the commission.

BUFFALO'S grain elevators have already begun to adopt sloathful methods in transferring grain, their purpose being to hold back all grain destined for the seaboard until the Erie Canal is frozen over, so that their fathers, the railroads, will be able to transport it instead of the canal. The scheme is a very simple one and works well. It is reasonable, however, to suppose that the Buffalo grafters will not always be able to control the transferring of grain at that port.

KANSAS CITY has but one regular elevator in the state of Missouri, hence the order of the state warehouse commission, to the effect that its weighmaster must supervise all weighing of grain is not likely to be very burdensome. The Kansas City Board of Trade Weighing Bureau has deputies stationed in the public and private elevators on both sides of the line and issues certificates on all grain in and out. It is gratifying to know that the Missouri commission abolished its weighing fee at the only regular elevator in Kansas City at which it has supervision. The inefficiency, the incapacity of the politicians to do things right should prompt them to abolish fees at all points, so that shippers could without extra burden employ competent men to weigh and inspect their grain at the terminal markets.

ELEVATOR OWNERS, who give careful consideration to the reduction of the fire hazard of their property, have commenced to consider the advisability of using iron for spout and leg boxing instead of wood. The spouts and legs of both flour mills and elevators have long since been recognized as the most dangerous of fire promoters. They facilitate the quick communication of fire from the top to the bottom, and vice versa. The fire brands fall down the spouts and the legs, and at the same time draughts carry the flames up both. The elevator man who equips his plant with heavy iron boxing for spouts and legs, eliminates from his risk both these aids to the fire fiend, and of course will affect a reduc-

tion in the cost of his insurance each year, much more than the expense incurred by using iron instead of wood in the construction.

IN "SUITS AND DECISIONS" this number, will be found two suits which are of more than passing interest to the owners of grain elevators. In one case an operative met with an accident which resulted in a broken leg. In another case the clothes of the operative were caught by a set screw in a line shaft. Suits at law, however, do not mend broken legs or restore life to dead workmen. It is much cheaper, much simpler and much better to protect dangerous machinery by erecting guards so as to prevent the unwary from being caught in the trap.

RAINS recently in the Southwest, together with continued scarcity of cars, are resulting in complaints from would-be shippers that their wheat is rotting on the ground. If shippers had applied for cars in a formal way, that is by registered letter or telegram, which would admit of proof, and warned the traffic manager of the railroad on which they are located, that the grain remained on the ground at the risk of his company, then would cars have been furnished more promptly. It is very doubtful that Kansas laws or courts would have jurisdiction in the matter of interstate shipments. The common law is sufficient to protect shippers from losses due to dereliction on the part of those public servants—the railroads. Shippers who go about it in the right way can generally get relief from a car famine or else promptly establish a just claim for damages resulting from the delay.

THE CORN CROP is dry and of good quality in some districts, but in many other districts, not far away, it is of just as inferior character as was gathered last year. The late planted corn is especially inferior and dangerous to handle. Reports are reaching us from different sections of the country to the effect that some corn which was cribbed early, has started to heat and was only saved by being scattered out upon the ground. In some districts the farmers are overly eager to sell their corn and are pushing it on the dealers as tho they feared it would not keep until tomorrow. It would be a wise precaution for every dealer to sack eight or ten bushels of new corn and keep it in his office, weighing at frequent intervals, and recording the shrinkage on tags attached to each bag. In that way it would be a comparatively easy matter to determine how much water he is buying with his corn.

NEW YORK STATE voted last Tuesday to issue bonds in the amount of \$101,000,000 for the purpose of enlarging the Erie Canal so as to enable it to accommodate 1,000 ton barges from Buffalo to the Hudson River. This action means

much to the grain growers and shippers of the west, who will thus be insured a reduction in freight on shipments to the seaboard, during the season of navigation. No doubt the state could build a double track road from Buffalo to the metropolis for less than it will expend on the Erie Canal, and thus afford cheap transportation the year round. Now that the Empire state has decided to enlarge the canal it behooves its legislature to take steps to curb the greed of the Buffalo elevator pool, which is the instrument of the railroads. For years grain shipments have been diverted from the canal to the railroads by means of exorbitant transfer charges at Buffalo. The state legislature sought to relieve the canal of this discrimination years ago, by enacting a law providing for a charge of $\frac{1}{4}$ c on each bushel of grain transferred from lake steamers to canal boats. No sooner was this done than the elevator men, who were controlled by the railroads, decided to accept no grain for transfer without the payment of 10 days storage charges of $\frac{1}{2}$ c. Consequently all grain passing thru elevators to canal boats have been charged $\frac{7}{8}$ c per bushel when it does not cost $\frac{1}{8}$ c. Unless ample transferring facilities, independent of the railroads, are provided at Buffalo and New York, an expenditure of \$500,000,000 on the canal will not affect the desired reduction in rates on shipments of grain to New York harbor.

GRAIN FIGHTS ENCOURAGED BY GENERAL MERCHANTS.

Country merchants who delight in prolonged fights between the grain buyers at their stations are often too near sighted to see what must be the ultimate result of the struggle. It is but a few years since a bull-headed Indiana dealer got it into his head that he was the biggest fish in the pond, and that he would never rest until he had run all the other dealers out of town. His efforts were heartily cheered by the general merchants, who saw in his campaign higher prices for the grain growers, greater purchasing power for their old customers, as well as possibility of selling many dollars' worth of goods to farmers from far distant points. The fight developed into a vigorous struggle, prolonged and colored with a fisticuff or two so that the overbidding contest was well advertised far and near, and many thousand bushels of grain were brought to that market.

Before a year had passed the day of reckoning, which is always so certain, came to pass. The grain dealer disappeared—empty bins were all that was left to satisfy outstanding storage certificates. Drafts against empty cars could not be collected by the local banks, who had purchased them. The result was that both banks were closed, and the mill, which

had run along steadily for years until the fighter got control of it, was also closed. The merchants of the town lost heavily by the bank failures, as well as by farmers' accounts, and the town's grain market was no more. The farmers lost so heavily that they could no longer be induced to bring their grain to that market.

This was an extreme case, but many other country towns have gone thru varying degrees of the same experience. The country merchants are entirely too ready to incite a fight among the local dealers. Of course they are always prompted solely by selfish motives but in the end they reap naught of profit. The town which has a steady grain market, responsible, level-headed grain dealers, who pay all their indebtedness and conduct their business on the square, is the safest and most desirable place to do business for every merchant and every farmer.

MORE ELEVATORS NOT NEEDED.

The Farmers' Co-Operative Shipping Asso., which is designed primarily to promote the financial welfare of one Jim Butler, is threatening to begin suit to test the constitutionality of the Ramsey law, which requires railroads to build side-tracks to elevators placed adjacent to their tracks.

In Iowa, the farmers of Dougherty, backed up by the Rockwell Asso., are agitating for the amendment of the state's railroad laws so as to "compel railroad companies to lease sites for grain elevators whenever a demand is made." Everyone will quickly recognize that the enactment of such a law would be worthless; is class legislation and therefore unconstitutional. It would not be reasonable nor lawful for the state to compel railroad companies to grant the use of parts of their rights of way for grain elevator sites in excess of what they deem necessary for the proper marketing of the grain tributary to each station on the different lines. If the railroad companies were made easy targets for every man who desired to erect an elevator they would have very little room left for side-tracks at some stations, where hotheads, with more money than brains, are numerous.

If the interests of the producer and the consumer are to be considered, solely from an economic standpoint, no influence will ever be used to bring about the building of more than two elevators at any station in Iowa. Two good elevators can handle all the grain now marketed at any station, and that too without in any way inconveniencing the producer or the carrier. One thing is certain, that the larger the quantity of grain handled by any elevator, the more cheaply can it be handled and the more likely is the operator of that elevator to levy a minimum tax upon the producer and the consumer for the service performed.

The railroad companies and the railroad commissioners of Iowa and Nebraska have long since recognized the folly of having more than two elevators at any station. It is a needless waste of right of way and inflicts a needless tax upon the grain business. What is more, it is doubtful that carriers can be forced to give of their right of way in excess of the room actually needed for grain-handling facilities. Most of the carriers obtained their right of way by means of condemnation suits, in which it was stipulated that the ground was for railroad purposes. It would seem that if such land were doled out to every Tom, Dick and Harry, who got it into his head that

he desired to build a shed, warehouse or elevator and launch into the grain business, that the original owners would be justified in demanding an evacuation of the property so used. The question is one which never can be settled definitely, permanently nor satisfactorily until the agitators rise above selfish interests and consider what is best for all.

PLUGGED LOADS.

Complaints of plugged loads during recent months have been so few that we commenced to think all dishonest tricksters had withdrawn from the grain shipping business, but one has just come to light which surpasses all others in rash dishonesty.

Few shippers have dared to attempt to plug a car load of ear corn, but one shipper has done it, and of course been caught. About three feet of old, dirty, mouldy, rotten ear corn was loaded into a box car and covered with bright, clean corn. The load was sold to a track buyer for "sound and clean ear corn." The track buyer, having implicit confidence in the shipper, believed the car to be loaded with choice ear corn, so shipped it east without inspecting it, and sold it to a jobber, who in turn sold it to a nearby retailer.

The retailer started to unload the corn, but refused to accept more than two loads. Then while his wrath was at a white heat, he attempted by telephone to give the jobber some idea of what he thought of him. The jobber got hot, dropped his business and spent a day to go to see the corn. He excused the retailer for charging him with trickery and dishonesty and went after the track buyer, with the result that satisfactory business relations of long standing were quickly severed, and a jobber and a track buyer have anything but a high opinion of one another. All on account of the dishonesty and greed of the shipper.

The plugged load of ear corn is so easily detected that it is next to impossible for it to get into the consumer's feed box without detection. The jolting of the car in transit never blends or mixes the good and the rotten.

Some of the associations have denounced plugging, and the inspection rules of every market provide that each plugged load shall be given the grade of the poorest grain found in the car, yet a few shippers continue the infamous practice.

The plugger should be exposed to the entire trade every time he is caught, so that he can be blacklisted by all. In addition to making much trouble and expense for others, he places country shippers in general under the suspicion of all who learn of his dishonest trick. He merits widespread advertising.

Grain Carriers

Roads in the southeast are said to be short of cars.

Ontario grain shippers complain of the scarcity of cars on the Grand Trunk.

The Chicago & Wabash Valley road will extend its line 10 miles into Lake Co., Ind.

A car ferry line will be established by the Pere Marquette road between Detroit and Buffalo.—T.

The C. M. & St. P. road has extended its line from Cleveland to Mankato, Minn., 17 miles.—T.

The M. K. & T. R. R. has opened for business 54 miles of its line between Agra and Oklahoma City.—T.

The Santa Fe contemplates building a cut-off 250 miles in length from Berlin, N. M., to Texico, Tex.

The new road of the Tennessee Central from Nashville to Hopkinsville, Ky., 84 miles, will go into operation in December.

Thru trains will be running by Nov. 15, it is said, over the Chicago, Cincinnati & Louisville, between Cincinnati and Chicago.

The hearing of the Cannon Falls grain rate case has been postponed by the Interstate Commerce Commission from Nov. 7 to 14.

The steamer Manhattan with 76,000 bus. of wheat from Duluth for Sandusky, ran aground off Grand Island, Oct. 27, and was burned. Loss, \$125,000.

A cut in grain rates of 1½ cents per hundred has been made by the Toledo, St. Louis & Western road from St. Louis to the Atlantic seaboard.

Other roads are not disposed to assist the Northwestern and the Burlington to make a fight against the Great Western for the grain traffic from Omaha.

Farmers in the vicinity of Hunter, Stevens Co., Wash., haul their grain 50 miles before reaching their market at Davenport. Better transportation facilities are needed.

Grain shippers are bearing the entire expense of the round trip to Lake Erie, as it is impossible to get return cargoes of coal. The western receiving docks are congested with coal.

Farran Henry's project for a canal across the province of Ontario 31 miles in length, southeast from the lower end of the St. Clair Flats Canal, will be taken up at an early meeting of the Lake Carriers' Association held in Detroit.—T.

The Mississippi River Improvement Assn. at its recent convention at New Orleans resolved in favor of a continuous waterway connecting the Great Lakes and the Gulf of Mexico, and asked congressional legislation to aid the construction.

The Southern Indiana Railroad, in which John R. Walsh of Chicago is interested, will cross the Wabash River north of Terre Haute, Ind., run along the stream for 20 miles, cross into Vermillion Co., Ill., and then north to Chicago Heights.

A steel car ferry slip and new docks are being built at Kewaunee, Wis., by the K., G. B. & W. Ry. A new line of boats will be put on to carry grain, potatoes and coal.—T.

A record-breaking cargo was that recently taken out of South Chicago by the steamer Mataafa, comprising 268,999 bus. of corn, wheat and rye. Altho the number of bus. is the greatest, the steamer Murphy has taken out a greater weight of grain.

The Olathe Mill & Elevator Co., of Olathe, Kan., has filed a complaint with the Kansas Railroad Commissioners that the Frisco road is charging more for a short than for a long haul. The rate on flour from Olathe to Memphis is said to be 19 cents, while the rate to several intermediate points is 22 cents.

The hearing of the hay classification case, brought by the Interstate Commerce Commission, to enforce 6th class rates, has been set for Dec. 16, before the United States Circuit Court at Cleveland. The carriers will undoubtedly submit evidence tending to show that 5th class rates are reasonable and just, and any other matters tending to show that the finding of the Commission are unwarranted. After the taking of testimony on behalf of the carriers, the Commission will have an opportunity to introduce rebutting evidence.

Asked— Answered

SCHEDULE OF FREIGHT RATES?

Grain Dealers Journal: Does the Interstate Commerce Commission issue a schedule of interstate rates? and if so, where can it be had?—J. Marvin, Marshall, Ill.

INDORSING SHIPPERS ORDER BILL OF LADING.

Grain Dealers Journal: In reply to M. A. Rogers & Co., of New Orleans, we would say that it is necessary for the shipper to indorse the bills of lading in both cases, when made out "Order James Jones, notify Sam Smith, New Orleans," or "Shippers order, notify Sam Smith, New Orleans, La."—Bankers National Bank, Chicago, Ill.

TO PREVENT ENGINE FREEZING.

Grain Dealers Journal: We notice in the Journal of Oct. 25, on page 523, an article "To Prevent Engine Freezing." We understand this to mean to dissolve 4 pounds of calcium chloride to each gallon of water in the tank; is this correct?—E. G. Simpson & Co., Iowa Falls, Ia.

Ans.: The amount stated, 4 pounds to the gallon, is correct for the very coldest climates. About half the quantity should be sufficient for Iowa, and even less farther south. Calcium chloride is a waste by-product of the chemical factories and is sold cheap to anyone who will buy a large quantity. In quantities of 100 pounds the price is 4 cents per pound, and it is sold in the original casks containing about 700 pounds at 1 cent per pound, by Robt. Stevenson & Co., wholesale druggists, Chicago.

Letters From Dealers

ADVANTAGE OF ALWAYS DELIVERING THE GRAIN SOLD.

Grain Dealers Journal: How many dealers are there who realize the value of a reputation for delivering on contracts grain fully equal to the sample by which it is sold? Such a reputation is good business capital, and there is no one factor—in addition to judicious buying—which goes farther to insure success. At times it will enable a dealer to take advantage of a favorable market by selling in round lots "to arrive", when, if he waited for cars to place the grain "on spot" his opportunity would be lost; at others he can sell in the same way when buyers at the terminals will not take "spot" grain, because of accumulations of cars on their delivery tracks, but are willing to contract for deferred shipments.

In fact, the dealer who has proved repeatedly that he is scrupulously careful to fulfill his obligations has a very decided advantage over one indifferent or negligent in this respect. Carelessness often has the appearance of dishonesty and is rated accordingly. "Skimming" the grade, if sales are made by grade, will inevitably result in loss of confidence, with its attendant penalty.—Preston.

THAT CAR "SHORTAGE"—WHY?

Grain Dealers Journal: Would it not be well for the national and affiliated grain dealers' associations to devise some means for securing the prompt unloading of cars in terminal markets? The results of successful action in that direction would be momentous and far-reaching. Under the present system, whereby the railroad companies permit the use of their cars as warehouses by a multitude of favored interests, funds are tied up for one to two months, and even longer, in grain held on track at large cities, and the cars which are so urgently sought by all dealers at interior points are thus rendered useless for the service for which they are intended.

The alleged "shortage" which occurs regularly each season with the precision of clockwork is very largely attributable to the fact that the carriers permit cars to pass beyond their control for weeks at a time, whereas, if "demurrage" charges were enforced against large as well as small elevator men, the latter would soon find it more profitable to increase their storage capacity permanently than to do so when convenient at the expense of the railroads and the country shippers.—Howland.

AVOID ESTIMATING; WEIGH YOUR GRAIN.

Grain Dealers Journal: Answering letter signed C. S. in the Grain Dealers Journal of Oct. 25th, page 523, relative to the estimating of grain, will say that the best way is not to estimate at all, but to weigh your grain. H. A. Foss, Chicago Board of Trade weighmaster, in a recent talk before the Wisconsin Grain Shippers' Assn., hit the nail on the head when he said: "The shipper who has not an ac-

curate knowledge of the amount he loads must needs have great confidence in the stability of the grain car, or implicit faith in all mankind."

However, if necessity compels the shipper to estimate, he must have some system, as the variation in the density of even the same kind of grain is so great that it is impossible to use any given number of cubic inches per bushel. I have used with success the system outlined by Weighmaster Foss in his book entitled, "Scales, Estimating, and Coopering."

Elevator men in figuring the capacities of their elevators, usually figure that a bin will contain one-fifth more of oats than of corn and to a bushel of corn there is about 2,150.42 cubic inches. I would say that 649,773 cubic inches would contain, approximately, 360 bushels of 32-lb. oats, and, of course, the lighter the oats the less the bin would contain. In fact, oats vary in volume a high as 100 per cent. according to the test weight.—K. B. M.

REFORM NEEDED IN TEAM TRACK WEIGHING.

Grain Dealers Journal: There has been much discussion of late about shortages at terminal elevators. That this agitation is warranted at some terminal markets and has been beneficial is undoubtedly true, but what I consider the greatest of all shortage evils has been almost entirely overlooked, viz., the team track.

I ship large quantities of grain to all the different markets, and while I have better results at some markets than I do at others, the difficulties I encounter in terminal elevator weights are very small when compared with those at team tracks. Upon inquiry among my neighbors, I find that their experience coincides with mine. Therefore, I believe that if some of this agitation were to be directed towards the team tracks, a great deal of good might be accomplished.

Under the present system the buyer pays only for the amount that is weighed over the team scale. The wastage (in itself a serious item), together with the loose methods of checking and lack of protection, cost the shippers of grain immense amounts annually. Nor is the shipper of grain the only loser, for the shippers of hay and potatoes are also sufferers to as great, or greater, extent.

Now, I have carefully investigated this matter and I am fully convinced that shippers will never receive their just dues under the present wagon scale system at the team tracks, and further, that the only solution of the problem is to weigh all team track commodities on railroad track scales, the cars being weighed both loaded and empty.—X.

SHORTAGES CAUSED BY DRYING OUT.

Grain Dealers Journal: In view of the large quantity of wet grain which dealers have to handle this season, the following is of interest:

Two cars of barley received by a commission firm from one of its correspondents, proved, upon sampling, to be so far out of condition that they were sent to a public elevator, run over, loaded out again, and delivered at another elevator within the switching district, where the in weights were found to be between 200 and 250 lbs. short of the quantities loaded out a short distance down the track. The receiving house made claim upon the rail-

road company, which was also the owner of both elevators, alleging careless coopering, wastage, or incorrect balancing of the scales, and requesting a thorough investigation.

Reply was made by the agent of the R. R. Co. as follows:

"I find, upon investigation, that the two cars were in good condition and properly coopered when loaded at elevator K.; also that the barley was originally sent to K to be handled on account of heating in the cars. The grain was tough and hot. After being run until cool it was reloaded and switched on your orders. As you know, grain in such condition will dry out more or less in the car while moving from place to place, and more by being handled out of the car into the bins. This accounts for both of the alleged shortages. As our record is perfectly clear, we cannot entertain your claims, and they are respectfully declined."

Would this explanation be satisfactory to the reader?

At any rate, it behooves buyers to take into account the shrinkage which is bound to take place on grain which contains considerable moisture when it is shipped, particularly during periods such as this, when cars are delayed so long in transit.—Aikens.

Officers and Committees Grain Dealers National Association 1903-1904.

H. S. Grimes, President, Portsmouth, Ohio.

John W. Snyder, 1st V. P., Baltimore, Md.

L. Cortelyou, 2nd V. P., Muscotah, Kansas.

Geo. A. Stibbens, Sec-Treas., Chicago.

Board of Directors.—I. P. Rumsey, Director at Large, Chicago, Ill.; Jay A. King, Nevada, Iowa; D. Hunter, Hamburg, Iowa; H. E. Halliday, Cairo, Ill.; F. P. Lint, Atchison, Kansas; C. B. Jenkins, Marion, O.; A. E. Reynolds, Crawfordsville, Ind.; J. C. Robb, Kingfisher, O. T.; Thomas Torrison, Manitowoc, Wis.; G. J. Gibbs, Clifton, Texas; C. E. Patterson, Battle Creek, Mich.; M. F. Swanston, Michigan City, N. D.; A. F. Brenner, Minneapolis, Minn.

Executive Committee.—H. S. Grimes, chairman, Portsmouth, O.; I. P. Rumsey, Chicago, Ill.; A. F. Brenner, Minneapolis, Minn.; Jay A. King, Nevada, Ia.; Geo. A. Stibbens, Chicago, Ill.

Arbitration Committee.—Jay A. King, chairman, Nevada, Ia.; W. T. McCray, Kentland, Ind.; A. Gerstenberg, Chicago.

Transportation Committee.—S. W. Yantis, chairman, Buffalo, N. Y.; M. McFarlin, Des Moines, Ia.; G. L. Graham, St. Louis, Mo.; W. M. Bell, Milwaukee, Wis.; A. F. Leonhardt, New Orleans, La.

Trade Rules Committee.—C. A. Burks, chairman, Decatur, Ill.; F. B. Wells, Minneapolis, Minn.; F. O. Paddock, Toledo, O.; C. D. Jones, Memphis, Tenn.; W. S. Washer, Atchison, Kan.

Legislation Committee.—Chas. England, chairman, Baltimore, Md.; Geo. F. Reed, Boston, Mass.; G. J. Gibbs, Clifton, Texas; John B. Daish, Washington, D. C.; Daniel P. Byrne, St. Louis, Mo.

Grain Car Equipment Committee.—H. A. Foss, chairman, Chicago, Ill.; F. O. Paddock, Toledo, Ohio; J. R. Ballard, St. Louis, Mo.; S. W. Yantis, Buffalo, N. Y.;

W. T. McCray, Kentland, Ind.; W. N. Eckhardt, Chicago, Ill.; G. A. Stibbens, Chicago, Ill.

Advisory Committee—Geo. A. Wells, chairman, Des Moines, Ia.; C. T. Prouty, Kingfisher, O. T.; E. J. Smiley, Topeka, Kan.; S. B. Sampson, Indianapolis, Ind.; M. G. Ewer, Battle Creek, Mich.; Chas. Barta, Mapes, N. D.; H. B. Dorsey, Weatherford, Texas; J. J. Quinn, Minneapolis, Minn.; Geo. Beyer, Decatur, Ill.; J. W. McCord, Columbus, O.; G. C. J. Spoerri, Milwaukee, Wis.

New Hartley Elevator, Goodland, Ind.

Notwithstanding the many vicissitudes with which the C. W. Hartley Grain Co., Goodland, Ind., has been beset, the company having lost three valuable elevators by fire during the past two years, as well as "Uncle Charley" having lost a leg at the age of 68 years, it is still in the grain business at the old stand, and during the past summer has erected the handsome structure shown by the accompanying en-

spiral conveyor running to purifier shaft shown in photograph at end of building.

The line shaft is in basement, as well as the wire rope car puller, the latter being of the double drum type and having a capacity of twelve cars. On the work floor is located a No. 1 Western Shaker Cleaner and a No. 10 Invincible Double Receiving Separator, as well as double power shovels for unloading cars.

In the cupola are located two 100,000-lb. Fairbanks Hopper Scales. These scales discharge into telescope trolley spouts, the two spouts reaching all the bins in the house, as well as the two loading spouts, there being one loading spout for each of the two tracks. By means of the two hopper scales, something seldom seen in country transfer houses, grain can be received and loaded at the same time by working the scales alternately.

Immediately above the scale floor is located the head floor where the transfer and loading out elevators discharge. All the elevator heads are driven direct from line shaft in cupola with rope drives and friction clutches. The main drive from line shaft in basement to line shaft in cupola is also of rope. All drives throughout the entire plant are provided with friction clutches, enabling them to operate any desired part of the elevator independent of the balance.

The house has an up-to-date purifier and a system of exhaust fans for drying and cooling the grain after passing through purifier. By means of these same fans the sulphur fumes are also drawn from the grain.

The power house, which is of brick construction, is located 20 feet from elevator. The steam is supplied by two 100-horse power Atlas boilers, over which are located two Day Dust Collectors. The engine is of the Haberkorn automatic type and has a capacity of 150-horse power. It is connected to main line shaft by a ten 1¼-inch rope drive.

The C. W. Hartley Grain Co. is now doing a nice business in its new quarters and is better prepared than ever before, on account of the large handling capacity of its house, to take care of its growing trade.

This plant was designed and built by Henderson & Friedline of Chicago and Lafayette, Ind.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 10 have been 97,311,000 bus.; compared with 135,467,000 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Nov. 10 have been 62,852,000 bus.; against 35,727,000 bus. for the corresponding period a year ago.

The practice of cleaning farmers' seed wheat free of charge is a good one.

The fact that a few thousand farmers hold their wheat will not serve to ultimately raise it in price, although it may have a stimulating force for a short time. Every time that farmers have held their wheat and succeeded in lifting its selling figures they immediately push it down lower than ever by everybody disposing of his crop at the same time.—Northwest Farmers Review.



The Hartley Grain Co's New 100,000-bu. Elevator at Goodland, Indiana.

Grain Improvement Committee—J. L. McCaull, chairman, Minneapolis, Minn.; E. P. Bacon, Milwaukee, Wis.; Lee Lockwood, Des Moines, Ia.

Committee on New Members, Local Chairmen—C. Knox, Toledo, O.; R. S. McCague, Pittsburg, Pa.; Walter Kirwan, Baltimore, Md.; E. Picker, St. Louis, Mo.; C. C. Miles, Peoria, Ill.; M. W. Lee, Minneapolis, Minn.; Albert C. Fields, New York, N. Y.; J. E. Bridges, Slater, Mo.; G. P. Rose, Nashville, Tenn.; Geo. T. King, Richmond, Va.; Dan Joseph, Columbus, Ga.; C. H. Tingley, Columbus, O.; Wm. H. Matthews, New Orleans, La.; Wm. Burke, St. Joseph, Mo.; John H. Miller, Tyrone, Pa.; E. A. Grubbs, Greenville, O.; A. T. Nelms, Petersburg, Va.; J. F. Riley, Birmingham, Ala.; Frank Collins, Cincinnati, O.; S. C. Woolman, Philadelphia, Pa.; Arthur R. Sawers, Memphis, Tenn.; Chas. R. Lull, Milwaukee, Wis.; E. M. Husted, Buffalo, N. Y.; F. M. Murphy, Indianapolis, Ind.; Thos. Ronald, Boston, Mass.; T. H. Bunch, Little Rock, Ark.; Kingsley McCallum, Jacksonville, Fla.; Geo. W. Brooke, Atlanta, Ga.; S. T. Williams, Cleveland, O.; R. L. Callahan, Louisville, Ky.; M. T. Russell, Des Moines, Ia.; Jas. L. King, West Chester, Pa.; R. G. Greenhow, Vincennes, Ind.; John B. Daish, Washington, D. C.; Jonas F. Eby, Lancaster, Pa.; Walter Gwinn, Huntington, W. Va.; F. E. Winans, Chicago, Ill.

graving on the site of the large storage house which was burned in October, 1902.

The new elevator is considered one of the finest of its size. It has a storage capacity of 100,000 bus. and a handling capacity, both in and out, of about forty cars per day. The house is also provided with five dumps to take care of the large local business, Goodland being situated in one of the best grain growing sections of the state.

The building is 36 x 80 feet on the ground, the total height above foundation being 106 feet. It has twenty-four bins, each having a depth of 40 feet and provided with hoppers bottoms. The working floor is on the ground and is 22½ x 80 ft., the driveway being 13½ x 80 feet. The cupola is 60 feet long, 24 feet wide at base, 20 feet wide at top, and 45 feet high. The building rests on substantial posts, which are well braced and reinforced.

The house is provided with five stands of elevators, one being a short leg from sheller in basement to cleaner on work floor. All of them have 16 x 7 cups, except receiving leg which is provided with 20 x 7 cups. The receiving leg discharges into either of the two hopper scales located in cupola. The two shipping legs, which also take grain from the wagon sinks, discharge into the hopper scales or into the various bins. What is called the "farmers' leg" discharges at the distributing floor below scales through a telescope trolley spout into bins or into a

Miami Valley and Western Ohio Dealers.

The quarterly meeting of the Miami Valley and Western Ohio Grain Dealers' Association was called to order in the Phillips House at 2:40 p. m. Oct. 29, 1903, by Pres. Grant McMorran, of St. Louis.

Secy. Miller, of Piqua, read the minutes of the preceding meeting, which were approved.

Secy. Miller reported a balance on hand June 1 of \$60.22. Recd. from fees, \$15.00; from dues, \$650.00; total, \$725.22.

Expenditures, \$538.18, leaving a balance on hand of \$206.83.

Treasr. Adlard reported the same receipts and expenditures and asked for the appointment of an auditing committee. He also recommended an assessment of \$1.00 per member, which was put in the form of a motion and carried.

Those present immediately came forward and paid the assessment.

Upon motion the treasurer's report was accepted.

President McMorran—If you have any trouble, take it to the arbitration committee, in room 186.

The governing board will audit the books and report at a later meeting.

Reports of standing committees were called for, also reports of the county organization committees.

Pres. McMorran—You understand that this association is too large for its officers to keep in touch with all conditions in our territory. Our membership is now 135. We must depend upon the local county organizations to maintain harmonious conditions. Then, too, such local meetings develop a good fellowship among the dealers who come into competition.

I have been given more assistance from the members than any of the other local association officers. I have never called upon any dealer to go to any point but what he has gone and done good work for the association.

Since coming here I have learned of the recent organization of the Southern Ohio Association. Down about Washington C. H. they have had constant turmoil for years. Peace will be very welcome to the dealers of that district.

E. A. Grubbs—You know my hobby is correct weights. I have just been collecting shortages, or, rather, overages. Their scales were out of order, so they estimated the loads. In one case the cars were 8 per cent too low; in the other 18 per cent too low.

I believe you shud have track scales installed at each station so the railroad company could weigh cars both light and heavy. Then you will surely get pay for all your grain and the railroad will get all the freight due it. Some of the carriers permit the agents to witness weighing and mark it. Last week I discovered one overage of 112 bus. to a car and another of 138 bus. I believe your grain shud be weighed both in hopper and on track scales.

J. W. Burk, Springfield—Do I understand the shipper is to pay for the installation of the track scales?

Mr. Grubbs—The proposition was that the shipper install the track scales and receive \$1 per car from the railroad for weighing until the scale is paid for. Then it is to be the property of the railroad company.

J. W. Burk—I believe that is a good scheme. Of course, it wud not be needed in large towns where track scales are already installed. I find it very advantageous at Springfield, and a protection.

C. W. Adlard—I was relieved from a prospective loss of 200 bus. on a carload of wheat to an interior point by a railroad track scale. I got the railroad weights and the interior buyer settled on that basis.

C. B. Jenkins, Marion—If any one here never had a shortage I wud like him to arise. (No one arose.) If any have had overages, please arise. (About 15 arose.) There are some honest men at the other end of the line. I know of a dealer who was informed his shipment was 5,000 lbs. over. He had his scales inspected and found they were weighing about that much against him on every shipment. The only previous overage he had reported was 8 bus. I think the installation of track scales wud prove a valuable check against the elevator scales.

I believe we shud have an inspector to keep our scales in working order. Let the dealers employ him. I have little faith in political inspectors.

T. B. Marshall—I hardly know what to say. Some of our shipments are weighed in transit on track scales, but as the stencil wt. must be accepted as correct and no consideration is given for the snow, ice, or rain on car, the weights are not correct.

Mr. Grubbs—I believe the shippers wud be ahead, even if railroads never repaid them for the track scales. Each season we have many shipments over one draft of the hopper scales.

J. W. Burk—It is but a short time since Mr. McCue failed to record a draft and his shipment was over 60 bus.—one draft of his scale.

H. N. Allen, Troy—I think that in 10 years I have not paid \$100 in shortages. I use our track, wagon, and hopper scales to check against one another. I know we wud do better weighing if we tested our scales oftener. The dealers of each town shud club together and buy a set of test weights.

J. W. Burk—We have a scale expert cum once a year and inspect our scales. We watch our scales carefully and make comparative weights. We have a political inspector who cums around, looks at the scales, and sticks slips on them, then sends us a bill for \$20, but he knows nothing about scales.

H. L. Goemann—If you put in track scales and get the railroad agent's certification to the weight, you have a protection against shortage claims. You should also have the railroad agent to certify to the condition of your cars. If they give you poor cars, they will be liable for any loss.

J. W. Burk—I move that the association employ a scale expert to inspect our scales. Seconded.

J. W. McCord—This motion is right in line with the discussion at the state meeting in Columbus last week; also at the Minneapolis meeting. It is the right plan, and you can well afford to give it a fair trial.

E. C. Nutt—I am opposed to the association paying for the inspector. I wud consider it unfair. I can test my scales, and suppose every one familiar with scales can tell when they are out of order.

J. Leas—I believe too much confidence is placed in these jack millwrights who go about installing scales. I had one put in last year, and after making a number of shipments I found that something was wrong. I sent for an expert, and he found one bearing was not working. We lost on a number of shipments.

C. B. Jenkins—The gentleman hits me pretty hard. Last season we had all our

scales overhauled by a millwright. After the season was over we found our clover seed scale was weighing against us 2 lbs. to the bu. I do hope you will take the initiative in this matter, and employ an expert scale man.

W. Persinger—I believe we shud test our scales every day, not every six months. We have trouble now because one of our former patrons installed an old, worn-out scales and claims our scales are out 60 bus. I was east this summer and I found honest men there, as well as in the west. However, they make mistakes, as well as we. I believe each member shud pay for the services of the expert.

C. N. Adlard—I move an amendment to provide that the association employ the expert, but that the members who use his services pay him.

Mr. Burk—I accept the amendment, and would have the president appoint a committee to arrange for the services of the expert.

Wes Hardman—I have had scale experts sent out with 500 lbs. of test weights, while the Panhandle expert brings a car load of test weights. I claim that no scale can be properly tested without two tons of test weights.

K. B. Seeds—By the rule of balances, if you put 7 tons of grain on a scale and add a ton of test weights you can test the scale. If not in order, the scale will not weigh the test weights correctly.

Mr. Allen—I believe we can get the services of an expert as an association much cheaper than as individuals. I wud like to see a committee appointed to learn the cost of such inspection. If we can get it for \$5 to \$10, let us have it. I move, as an amendment, that the question of employing an expert be referred to a committee, to report at the next meeting of the governing board, and that the board be empowered to act. Seconded and carried.

The original motion as amended by Mr. Allen was carried by a vote of 28 to 3.

Pres. McMorran appointed as that committee, J. W. Burk, Springfield; H. N. Allen, Troy; C. N. Adlard, Piqua.

H. N. Allen—I am requested to move that the president appoint a committee to confer with the railroads to try to have cars delivered to members who experience trouble in obtaining them. Seconded and carried.

J. W. McCord—The grain men have never had much relief from the State Legislature. We have a law which requires the shipper to prosecute his claim against the offending carrier. It is impossible to detect the offender. We want the Missouri law, which makes the initial carrier responsible. We also want reciprocal demurrage. You will hear from our committee when the Legislature assembles, and we want every member to get after his representative in both houses, so we will get relief.

In Texas they have a reciprocal demurrage law providing for a fee of \$50 a day delay.

C. H. Tingley—The track buyers of this neighborhood held a meeting this afternoon to talk over mutual interests. We have tried to protect your interests in every way possible, and to promote the interests of the regular trade. We do not recognize the irregulars and strive to discourage others doing so. When you can reciprocate by favoring us with your grain, without loss to yourselves, we trust you will do so. Let us make the Ohio trade one compact body. Let us stand together.

Pres. McMorran—Some of us have had

considerable trouble with scoopers. The dealers who invest money in facilities merit the protection of the regular trade. In recognition of the services of the track buyers in our behalf, I wish the members to rise to their feet and give the track buyers a vote of thanks. (All arose.)

J. W. McCord—The unorganized territory held a meeting yesterday and organized an association.

Adjourned to 8 p. m.

EVENING SESSION.

The evening session was called to order at 8:10 p. m. and Pres. McMorran called for Henry L. Goemann, of Chicago, who suggested that the Assn. establish a Scale Inspection Buro, and charge those who use the services of the expert. Then at the close of the year levy an assessment to make up the deficit.

As to bidding scoopers and market disturbers, will say, I believe it wud be to your advantage to compile a correct list of the regular dealers of the state, print it and place a copy in the hands of every regular member of the Grain Dealers National Assn.

The millers in attendance expressed themselves as averse to bidding scoopers.

Pres. McMorran: When shall we start to take new corn?

Mr. Steinmann: I think card bids shud be sent out oftener than semi-annual. (Laughter.)

J. W. McCord: At the state meeting we discussed the new corn question and decided that we shud wait until Nov. 15 to buy it.

It was moved that the members of the assn. shud refuse to buy new corn until Nov. 15. Seconded.

Pres. McMorran: The dealers about Urbana are buying new corn and the St. Paris dealers will be forced to buy new corn next week. We cannot hold out longer.

J. B. Miller, Richwood: We have been buying new corn from farmers who have the corn in town. We have been paying 50 cents per hundred.

J. E. Wells: Urbana is taking in corn and no doubt I will soon be forced to buy. I believe when we get it, we will not know what to do with it. It is not in condition to ship. I wud like very much to wait until Nov. 15, but I do not know that we can hold off that long.

The motion was carried by a vote of 32 to 7.

E. C. Buroke, Rosewood: I have ear corn sold for delivery next week and I do not see how I will get out of buying it.

Pres. McMorran: I believe the matter of buying new corn is a matter of local condition. My 18 years experience tells me we shud not handle new corn too soon. The Urbana dealers have a market for new corn not far away and they can ship it safely. I wud like to wait until Nov. 15 but I know we cannot.

H. N. Allen: I move the reconsideration of the question and each member be left to take in new corn when he sees fit. Carried.

A motion to delay buying new corn until Nov. 2 was carried, 22 to 13.

A. A. Penny: The farmer who forces me to buy new corn shud bear part of the responsibility for the next six weeks or until I can sell it.

Adjournment to the dining room.

THE BANQUET.

A number of the dealers left on early trains, but enuf remained to comfortably fill the tables which had been provided for the banqueters.

The tables in the large dining room of the Phillips House were artistically decorated with flowers and ferns. As soon as all had partaken of the sumptuous repast served, and cigars had been lighted, Toastmaster McMorran called upon C. B. Jenkins, pres. of the state association, to talk to the dealers on "Good Fellowship."

Afterwards he called on others, assigning the subjects as the speakers were called, as follows:

Wide Margins and Additional Elevators, Charles S. Clark, Chicago.

Dealers I Have Known, Henry L. Goemann, Chicago.

Relation of Country Dealers to the National Assn., J. W. McCord, Columbus, O.

The Privilege of Meeting Together, C. H. Tingley, Columbus, O.

As soon as the banquet was over most of the dealers hastened to catch late trains home. All felt well repaid for the trip.

IN ATTENDANCE.

From Chicago—H. L. Goemann, Goemann Grain Co., and Charles S. Clark, Grain Dealers Journal.

Columbus—J. W. McCord, McCord & Kelley; K. B. Seeds, Seeds Grain Co.; A. S. and C. H. Tingley, Tingley Bros.

Ohio—C. N. Adlard, Piqua; Ed. Ammon, Gordon; C. F. Arbogast, Rosewood; H. H. Baer, Covington; H. A. Bailey, Mt. Huron; L. E. Baldwin, West Liberty; A. D. Behymer, Osgood; W. H. Binkley, Springfield; H. D. Boroff, Dayton; O. S. Brecount, Thackery; F. L. Brecount, Conover; J. W. Burk, Springfield; E. C. Buroke, Rosewood; C. O. Coppock, West Milton; J. F. Coppock, Fletcher; J. F. Detrick, Tippecanoe City; J. M. Deweese, Montezuma; W. N. Dingleline, Buckland; C. A. Dohme, Stelvideo; F. Drew, De Lisle; E. M. Dull, Celina; John Durst, Dayton; O. Edwards, Troy; H. M. Falkner, Pemberton; G. W. Falknor, Kessler; E. J. Griffin, Sidney; E. A. Grubbs, Greenville; Wes Hardman, Cable; J. Hauss, Wapokoneta; H. C. Helm, Greenville; C. D. Herr, Troy; W. C. Hile, Versailles; J. F. Howard, Ansonia; C. B. Jenkins, Marion; A. B. Jones, Laura; O. Kleppinger, Kessler; J. E. and J. W. Leas, West Manchester; W. H. H. McCool, Jaysville; Ed McCue, Arcanum; Grant McMorran, St. Paris; T. B. Marshall, Kirkwood; R. E. Mendenhall, Woodington; J. P. Miller, Richwood; M. W. Miller, Piqua; S. B. Miller, Englewood; S. A. Muff, New Carlisle; J. H. Musselman, Eaton; C. M. Myers, Ludlow Falls; E. E. Noggle, Weavers Sta.; E. C. Nutt, Sidney; F. E. Outhwaite, Greenville; C. M. Patty, Pleasant Hill; W. Patty, Fletcher; A. A. Penny, Jos. Pequignot, Versailles; W. H. Persinger, Quincy; C. W. Pierce, Union City; O. T. Roszelle, Troy; J. Rowe, West Baltimore; G. L. Runkle, St. Johns; J. W. Simmons, Pemberton; J. R. Shuman, Covington; C. W. Smith, Arcanum; T. B. Steinemann, J. W. Thatcher, De Graff; Peter Weimer, Rosewood; J. E. Wells, Quincy; P. D. Werts, West Baltimore; E. H. Wilson, Lippincott; Jo Wolcott, Conover.

A process for converting flax and hemp fiber into a substance similar to cotton has been discovered by a Russian engineer, M. Scheveline.

Columbus Weights and Grades.

So much dissatisfaction has been expressed with Columbus weights and grades by western shippers and eastern buyers that Pres. Sparr, of the Columbus Board of Trade, has appointed a special committee to investigate complaints.

Recently the board's committee on grain, of which E. W. Seeds is chairman, reported a new set of rules to the directors, which will no doubt be adopted.

The new rules provide for the appointment of a chief inspector and weigher of grain by the board of directors upon the recommendation of the grain committee to serve until his successor is elected and qualified. This officer is to have authority to appoint as many deputies as needed to attend to the work of his department, all such appointments being subject to the approval of the grain committee.

The chief inspector is required to file a bond of \$500 and the deputies \$300 each for the faithful performance of their duties. The chief inspector is required to supervise and oversee the work of his deputies and report promptly any neglect, carelessness, or dereliction to the chairman of the grain committee.

The grain committee is given general charge of the inspection and weighing of grain and hay and all inspectors and weighers shall work under its direction. Grievances may be referred first to the chief inspector, and then to the grain committee, whose decision shall be final. All inspections shall be made and grades determined in accordance with the rules adopted by the board of trade.

With the adoption of the new rules, it is expected that there will be fewer complaints, as the work will be systematized and under the supervision of experienced dealers.

President Sparr has already appointed a committee to conduct the investigation of weighing and inspection of grain, as done under the authority of the board, to consist of the following gentlemen: E. A. Cole, J. H. Dunn, W. F. Houfmann. More satisfactory service is assured whatever the board does.

Macaroni wheat on the basis of feed-stuff, even, may be more profitable to raise in regions which are not adapted for the growth of anything else, but the farmer should never allow the temptation offered by its larger yield to induce him to sow it on any land but that which cannot be made to yield otherwise.—Otto Lohrke.

Corn is one of the tenderest plants that grow, and when only touched by frost its progress towards maturity and ripening is checked at once. The husk afterwards never becomes loose on the ear, and the many leaves that enclose it must dry through before the corn itself dries, which is a slow process, requiring several weeks. Even experienced observers, who visit the fields several days after the first frost, will often pronounce the corn uninjured, but the immature ears will be found soft after one or two weeks of warm weather. It takes fully six weeks with the best of weather to dry frosted corn sufficiently for market and then it will be found shrunken and light. That frost ever benefits corn or hastens the ripening is a mistake. Corn dented before frost will not shrink very much in drying and when dried it is merchantable. If corn cribbed in the fall and winter is found to be moulding in the spring it will soon dry if shoveled over and left in the crib.—E. H. Rood, Bloomington, Ill.

Grain Trade News

CANADA.

Griswold, Man.—The Imperial Eltr. Co. is building a 60,000-bu. eltr.

Arcola, Assa.—The new 25,000-bu. eltr. for A. R. Hopper has been completed.

Whitewood, Assa.—A 60,000-bu. eltr. is being built for the Imperial Eltr. Co.

Rat Portage, Ont.—A broken rail wrecked 5 cars loaded with wheat recently at Snell station.

Winnipeg, Man.—The North Star Grain Co. has moved to its new location in the Thomson Block.

Swan River, Man.—McFadden Bros. & Fink, of Keewatin, have bot the mill and eltr. of Bullock & Son.

Gilbert Plains, Man.—Geo. Gordon has been appointed agt. for the Manitoba Commission Co., of Winnipeg.

Tyndall, Man.—R. Muir & Co. have completed their flat warehouse and Mr. McLellan has been appointed buyer.

Glensmith, Man.—The 2 new eltrs. for the Canadian Eltr. Co. have been completed and the grain buyers appointed.

Fort William, Ont.—The C. P. Ry. steamer Athabasca was the first boat to receive grain from the new eltr. E, Oct. 31.

Winnipeg, Man.—At Esterhazy, 13 eltrs. have been built during the past summer, several of which have a capacity of 60,000 bus.

Winnipeg, Man.—The underwriters threaten to test in the courts the right of the railways to insure grain in their eltrs.

Port Arthur, Ont.—Robert McConkey died Oct. 26 from injuries sustained by being caught in the conveyor at King's eltr.

Fort William, Ont.—The C. P. Ry. has placed A. Bruce, Jr., as weighman and Thos. Johnson in charge of the storing of grain at Eltr. E.

Fort William, Ont.—The steamer Neepawah of Glasgow, Scotland, has been added to the list of new steel boats in the Canadian grain trade.

Burnside, Man.—The Burnside Farmers' Eltr. Co. has resolved to wind up the affairs of the company and distribute the assets among the shareholders.

Fort William, Ont.—Muirhead & Co., grain and commission merchants, will give special attention to the shipment of oats and low grades of damp and frosted wheat.

Port Arthur, Ont.—The railroad companies have yielded to the demands of the underwriters for double rates on the older wood eltrs. at Fort William and Port Arthur.

Lindsay, Ont.—One of the eltrs. of the Flaville Milling Co. sustained damage by fire Oct. 22 which will amount to several thousand dollars. The eltr. contained 60,000 bus. of grain.

Port Arthur, Ont.—A train of wheat was wrecked at Kaministiquia station on the C. N. Ry. Oct. 29, completely smashing 6 cars and pouring the grain all around, blocking traffic for several hours.

Hartney, Man.—The line has been definitely located for an extension of the C. N. Ry. from Hartney to the boundary line between Manitoba and the Territories and the contract has been let for the construction of the line right thru to Regina.

Depot Harbor, Ont.—The Canada Atlantic Transportation Co. will build a 1,250,000-bu. eltr. this winter. It is understood that Mackenzie & Mann will forward all the grain now hauled to Fort William by the Canada Atlantic system to the seaboard.

Fort William, Ont.—A deputation of leading citizens of Fort William waited on Sir Wilfrid Laurier at Ottawa Oct. 29, to urge the dredging of the Mission River, thus greatly improving the dockage at Fort William, and advancing the opening of navigation 2 weeks.

Toronto, Ont.—Fred Love, superintendent of the eltr. of the Goodrich Eltr. & Transfer Co., was killed recently while a steamer was being unloaded by the steam shovel. He attempted to step across a slack rope which tightened and threw him, crushing his skull.

Farmers in Ontario feel that they are discriminated against by the Grand Trunk Ry., which is carrying grain from Chicago thru Goderich, Ont., to Montreal at the rate of 6½ cents, while Goderich shippers pay double the rate. From Meaford, Ont., the rate is 14 cents to Montreal.

Sarnia, Ont.—The Grand Trunk and C. P. Rys. have issued an order that a further charge of 40 cents will be made for samples supplied by agts. at Sarnia and North Bay, of grain consigned from Manitoba and the Northwest to these points to order. Bags must be furnished by the grain men.

Portage la Prairie, Man.—The C. N. Ry. will extend its new branch line from Portage la Prairie to Brandon by the way of Carberry, connecting with the Morris-Brandon line at Martinsville. It will be the main line from Brandon and will be 50 miles shorter than the other branch. Construction is to be completed next year.

Winnipeg, Man.—The inspection report of the Grain Exchange, issued by D. Horn, chief grain inspector, gives 349 cars of No. 1 hard and 975 cars of no grade wheat inspected during the months of September and October; compared with 7,731 cars of No. 1 hard and 67 cars of no grade for the same months of last year, showing that the new crop is grading bad.

Port Arthur, Ont.—The record for loading a vessel at Port Arthur was made recently at the C. N. Ry. eltr. when 110,000 bus. were loaded into the new steamer Newmount, the cargo having been elevated into the weighing scales in an hour and a half. Only half the gang of trimmers were employed on the vessel or the wheat could have been loaded in the same length of time.

Spring Coulee, Alta.—The yield from the Kansas turkey winter wheat imported last fall by E. Thompson is 57½ bus. per acre on the 28 acres that were cut and threshed before Sept. 5. The grain

weighed 64 pounds per bu. and was graded No. 1 northern by the inspector at Winnipeg. This crop was sown on sod, on rolling land. Some of the later sown did not yield as well.

Winnipeg, Man.—During the months of September and October 11,378 cars of wheat, 173 cars of oats, 57 cars of barley and 174 cars of flax were inspected at Winnipeg, as reported by Chief Grain Inspector Horn; compared with 13,509 cars of wheat, 200 cars of oats, 44 cars of barley and 212 cars of flax for the same months of last year. The reduction in the movement amounts to about 2,131,000 bus.

Winnipeg, Man.—The grain acreage of Manitoba and the Northwest Territories, according to the report of Frank O. Fowler, secy. of the Northwest Grain Dealers' Assn., in his report issued Nov. 4, was: Wheat, 3,123,663 acres; oats, 1,101,333 acres; barley, 381,135 acres; flax, 64,639 acres. The crop was: Wheat, with an average of 16.1 bus. per acre, 50,290,974 bus.; oats 36.5 bus. per acre 40,198,654 bus.; barley, 29.7 bus. per acre, 11,319,709 bus.; flax, 9 bus. per acre, 581,751 bus. Only 60 per cent of the wheat crop had been threshed Oct. 15. Allowing 6,500,000 bus. for country mills and 7,500,000 bus. for seed, 36,290,974 bus. will be left for marketing.

CHICAGO.

Robt. Thorburn's suit on the defaulted oats corner has been heard and is to be decided this week.

H. McNamee, formerly pres. of the Weare Commission Co., has started a commission business of his own.

J. P. Mackenzie has associated himself with Frank Marshall and will occupy offices with him in the Traders' bldg.

H. C. Hall has disposed of his grain interests at Ludlow and Paxton and will travel in Illinois for Chas. R. Clark.

E. J. Foord, formerly with H. D. Wetmore & Co., has gone with the United Grain Co., as traveling representative.

Thos. C. Rickards, formerly of Shearer & Rickards, Kempton, Ill., has accepted a position as traveling representative for the Calumet & Western Eltr. Co.

Rumor has it that agents of the Armour Grain Co. are looking over eltr. sites at Wolf Lake, with a view to erecting a very large eltr. on the Calumet river.

A proposed amendment to the clearing house rules provides that all differences arising out of trades closed under the rule shall be settled immediately thru the clearing house.

The Joseph Weil Commission Co. incorporated, \$2,000 capital, to do a brokerage and commission business. Incorporators, T. J. Condon, C. W. Steifel and L. S. Alschuler.

No doubt Chicago could induce the Wisconsin legislature to pass a law identical with the Illinois law against privilege trading, and thus put a stop to the Milwaukee gambling.

Ernest F. Smith, at one time prominent on the Board of Trade, and a son of the late Perry H. Smith, died Nov. 5, after a long illness. Mr. Smith retired from business on account of ill health.

Wm. H. Chadwick, Harry B. Slaughter, R. S. Lyon, Geo. S. Bridge and B. A. Eckhart have been selected to represent the Board of Trade at the meeting of the National Board of Trade to be held at

Washington in January. The usual delegation consists of 10 members but this year it has been cut to half that number.

Geo. T. Sullivan, "red-letter Sullivan," has filed a petition in bankruptcy, giving his liabilities as \$118,562, for which, he says, he is not liable personally, because the debts were contracted by the Geo. T. Sullivan Co.

F. J. Delaney of the Nash-Wright Co., sailed for Argentina Nov. 6 on the steamer Byron, to study the grain trade and crop conditions, as the joint representative of his firm and the U. S. Department of Agriculture.

Chas. H. Hubbard has been appointed receiver for the Hawkeye Eltr. Co., of West Hammond, Ill., on application by the Northern Trust Co., trustee, under \$75,000 bonds, the interest due on which Nov. 1 had not been paid.

Five cars of new corn were shown by sample on the Board of Trade Oct. 30, which is 3 or 4 weeks earlier than new corn usually is received. The samples were remarkably dry for October shelling, and were graded No. 4.

H. D. Wetmore, wife, and son, E. A. Wetmore, left yesterday for a trip around the world. Mr. Wetmore's business will be continued during his absence, as heretofore. His many friends in the trade wish a bon voyage and a safe return.

Bartlett, Frazier & Carrington have applied to the directors of the Board of Trade for a release of Calumet Eltr. B. as a regular house, and to the Circuit Court for a cancellation of the license to operate the eltr. as a public warehouse.

Work has commenced on the dredging of the Calumet river, which will open a large section of the river to large draft vessels. The work will cost \$75,000 and will mark an end to improvements until a \$300,000 contract is placed for rock excavation.

One might presume from the statement, "Members of Eastern & Western Exchanges," ("Adjoining Board of Trade") which appears in the advertisements of the Ernest E. Jones Co., that he is a member of the Chicago Board of Trade, but he is not.

J. O. Lewis, O. M. Stone, E. M. Myers, H. C. Shane and John H. Poindexter, who were arrested recently for securing Board of Trade quotations by wire tapping, were arraigned before Justice Prindiville Nov. 4, and the cases of all were continued until Nov. 10. Stone and Poindexter were rearrested on conclusion of the hearing on a charge of larceny and conspiracy to operate a confidence game. They gave bonds and the case was continued. H. T. Shane was for a short time mgr. of the office of the Coe Commission Co. bucket-shop at Kalamazoo, Mich.

The directors of the Board of Trade at their meeting Nov. 3, broadened the proposed rule against privilege trading, as follows: Or when any member shall contract to give to himself or another such option within any city or elsewhere wherein is located an exchange, whose rules or usages provide for delivery upon contracts of warehouse receipts issued for grain stored in any warehouse or elevator within this state, or provide that contracts for delivery during a future month shall expire before the last day of such month, he shall be expelled by the board of directors.

The proposed new rule expelling members who trade in privileges in Milwaukee

will be more widely felt than many anticipate. A number of large firms having headquarters in other cities trade in Milwaukee privileges and also hold membership in the Chicago Board of Trade. With the enforcement of the proposed rule it will become a question with these firms whether it is more profitable to continue privilege trading or to give up their Chicago membership. It is not believed that any considerable number of these firms will choose to surrender their Chicago membership in order to continue the trade in puts and calls.

ILLINOIS.

Mahomet, Ill.—Wm. Wykle has bot out J. N. Black.

Graymont, Ill.—The Rogers Grain Co. will build an eltr.

Kirkville, Ill.—E. R. Boggs has completed a 20,000-bu. eltr.

Buckley, Ill.—A. N. Kapling & Co. has succeeded C. H. Rumley.

Weston, Ill.—The Shearer Grain Co. have installed new grain scales.

Darlington, Ill.—Work on the eltr. for W. B. Lynch has been commenced.

Mazon, Ill.—J. B. Clark & Co. have installed machinery for cleaning grain.

Chillicothe, Ill.—Lee W. Carter is mgr. for W. W. Dewey & Co. at Chillicothe.

Tabor, Ill.—The Farmers' Grain Co. has increased its capital from \$5,000 to \$7,500.

Garfield sta., Munster P. O., Ill.—The floor of Winter Bros.' eltr. recently gave way.

Shelbyville, Ill.—P. Cooper has succeeded the Sidell Grain & Eltr. Co. at this point.

Campgrove, Ill.—The foundation for the eltr. of J. S. Bockock has been completed.

Crandall, Ill.—The new 10,000-bu. eltr. for Roberts, Moschel & Mosiman is nearly completed.

Worden, Ill.—The Keiser Bros. Milling Co., of Mt. Olive, has completed its new 15,000-bu. eltr.

Deland, Ill.—H. G. Porter & Co. will build a 50,000-bu. eltr. and install nearly all new machinery.

Decatur, Ill.—The Decatur Eltr. Co. intends changing its name to the Shellabarger Eltr. Co., with \$150,000 capital.

Ellisgrove, Ill.—The Nanson Commission Co., of St. Louis, has let the contract for the erection of an eltr. at Ellisgrove.

Minooka, Ill.—The Truby Grain Co., composed of H. T. Truby of Joliet and others, will build a 25,000-bu. cribbed eltr.

The October meeting of the Illinois Valley Grain Dealers' Assn. was held Oct. 30 in the Wisconsin House, La Salle.

Cairo, Ill.—The H. L. Halliday Milling Co. has bot the corn mill of Wood & Bennett and will make high grade corn meal.

Whiteheath, Ill.—The new eltr. for Wm. Murray will have a capacity of 50,000 bus. and will be completed in about 3 weeks.

Deland, Ill., Nov. 2.—New corn too soft to crib but farmers are at it and probably will regret it later.—H. G. Porter & Co.

Middletown, Ill.—The Farmers' Grain & Coal Co. has bot for \$6,025 the eltr. of Geo. H. Warren and will take possession about Nov. 15.

Monticello, Ill.—O. L. Williams has bot for about \$6,500 the eltr. of Geo. Peck &

Sons and will remove his coal and feed business to the eltr. site.

Murdock, Ill.—The National Eltr. Co. is re-arranging its eltr. dumps and installing 2 gasoline engines to run the machinery. The cribs have been completed.

Savanna, Ill.—The Griffith-Hall Grain Co. has completed repairs on its eltr. recently purchased from the Bosch-Ryan Grain Co. and new machinery has been installed.

Lexington, Ill.—The Lexington Eltr. Co., a farmer's company which recently bot the eltr. of J. J. Kemp, took possession Nov. 2 and installed O. W. Jones, of Chenoa, as mgr.

Sterling, Ill.—The Penrose Eltr. Co. incorporated, \$5,000 capital, to deal in grain, lumber, coal and building materials. Incorporators, Geo. Schlesinger, Geo. Blass and Conrad Kromm.

Cambridge, Ill., Oct. 30.—Corn is a fair crop; as high as 70 bus. reported, tho not many cribbing yet. Why do not grain men handle grain by the hundred pounds, the only right way?—Sherrard & Poppleton

Rock Falls, Ill.—Bernard Johnson, who recently bot the eltr. of the Dillon Milling Co., will install a new dump at the mill and a cob and corn grinder with an eltr. which will convey the ground feed from the mill to the wagon.

Kankakee, Ill.—The eltr. of Bartlett, Frazier & Carrington, which burned Oct. 25, contained 250,000 bus. of corn and oats valued at \$100,000. A greater part of the grain was untouched by the fire and it is believed that 150,000 bus. can be saved.

Danvers, Ill.—The insurance on the eltr. of Andrew Drohan has been adjusted at the full face of the policy, \$5,600. Another eltr. will be built on the old foundation as soon as the rubbish can be cleared away. The gasoline engine was not damaged.

Elwood, Ill.—New corn which the farmers have placed in cribs is heating and some of them are scattering it out on the ground. All discontinued husking for a time. Corn in some 8-foot cribs heated, altho only about 2 feet of corn had been placed in them.—J. C. Beattie.

Lovington, Ill.—The eltr. of Bartlett, Kuhn & Co., Terre Haute, Ind., burned Oct. 23 with 35,000 bus. of oats and 10,000 bus. of corn. The fire was caused by a hot box in the dust house. Loss, \$45,000; no insurance. J. B. Rainey, the mgr. of the eltr., was slightly injured during the fire. The eltr. will be rebuilt.

It is stated that a large number of the individual grain dealers in Illinois contemplate employing A. W. Lloyd, now with Fyfe, Manson & Co., to act as their representative, looking after the individual interests of each dealer in all matters pertaining to their business. There will be no organization, the intention being to work in harmony with the state association.—Chicago Journal.

Peoria, Ill.—Receipts at Peoria for October, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: Wheat, 124,800 bus.; corn, 1,601,000 bus.; oats, 1,034,201 bus.; rye, 16,800 bus.; barley, 383,000 bus.; 937 tons of mill feed; 480,000 pounds of seeds; 120,000 pounds of broom corn and 5,960 tons of hay; compared with 179,200 bus. of wheat, 1,300,000 bus. of corn, 987,600 bus. of oats, 29,400 bus. of rye, 270,900 bus. of barley, 2,950 tons of mill feed, 30,000 pounds of

seeds, 60,000 pounds of broom corn and 3,840 tons of hay for October, 1902. Shipments for October were: 80,800 bus. of wheat, 445,000 bus. of corn, 901,600 bus. of oats, 4,000 bus. of rye, 233,000 bus. of barley, 4,677 tons of mill feed, 210,000 pounds of seeds, 255,000 pounds of broom corn and 1,180 tons of hay; compared with 56,850 bus. of wheat, 422,800 bus. of corn, 777,700 bus. of oats, 14,000 bus. of rye, 211,250 bus. of barley, 1,862 tons of mill feed, 188,500 pounds of seeds, 76,000 pounds of broom corn and 320 tons of hay for October last year.

Morton, Ill.—A few farmers around Morton organized the Farmers Grain & Livestock Assn., and purchased ground at an enormous price on which to build an eltr., but the railroad company has refused to build a side track as the village has refused to permit rails across the streets at that point. The farmers are at a loss to know what to do, as they have the eltr. nearly completed and no possible assurance of a side track.—Roberts, Moschel & Mosiman.

Assumption, Ill.—Mr. Webb, who sold his interest in Webb & Brule's eltr. a month ago, contemplates putting up corn cribs and doing a scoop-shovel business in opposition to the regular grain dealers at Assumption. He has associated with him a hog buyer named Owens. He sold his half interest in the firm of Webb & Brule at a price much higher than he was willing to pay for Mr. Brule's half interest. The farmers disapprove of his spite-work, as Webb & Owen will find out in due time.—G.

INDIANA.

Montmorenci, Ind.—Sylvester Taylor is dead.—T.

Willow Branch, Ind.—New Bros. of Greenfield have sold their eltr.

No. Manchester, Ind., Nov. 5.—Some new corn moving. Very damp.

No. Manchester, Ind.—Kinsey Bros. are building a clover seed room and office.

Aurora, Ind.—H. H. Dils has succeeded Dils Bros. in the grain business.—T.

Markle, Ind.—S. P. Chandler has sold his interest in the Markle Grain Co.

Galveston, Ind.—D. M. Turley has disposed of his eltr. and grain business.—T.

Freeland Park, Ind.—G. W. Songer has completed a large crib as an addition to his eltr.

Idaville, Ind.—Loughry Bros., of Monticello, will improve their grain warehouse at Idaville.

Atwood, Ind.—The Atwood Eltr. Co. has installed a new engine and will put in a sheller.

Crawfordsville, Ind.—The Crabbs & Reynolds Co. is building an addition to its eltr.—T.

Union City, Ind.—Mead Bros. have their new 15,000-bu. eltr. on the D. & U. R. R. in operation.

Hedrick, Ind., Nov. 2.—Corn crop good here. Will move in about 2 weeks.—J. O. Finch & Son.

Gem, Ind.—Albright & Son, formerly of Arcanum, O., but now at Greenfield, have bot the Gem Eltr.

Matthews, Ind.—Woodbury & Files, of Muncie, have just completed extensive repairs on their eltr. at Matthews.

Templeton, Ind.—Kennedy Bros. have contracted with Henderson & Friedline

for a 5,000-bu. cribbed addition to their eltr.

Indianapolis, Ind.—The Board of Trade has decided to erect a new building. Work will be commenced in the spring, the cost not to exceed \$165,000.

Hedrick, Ind.—Please find enclosed check for \$2 for 2 years' subscription. Do not think we could run our eltr. without the Journal.—J. O. Finch & Son.

Francesville, Ind., Oct. 26.—Corn will move about Dec. 1. The crop is the largest for several years and the quality seems to be good.—Jacob Myers Eltr. Co.

Evansville, Ind.—The Eldorado Grain & Hay Co. incorporated, \$5,000 capital. Incorporators, Wm. H. Small, pres., Morris L. Johnson and Perley C. Newlin.

Cottagegrove, Ind.—The Interstate Grain Co., of College Corners, O., intends building a 100-barrel flour mill at Raymond and operate it in connection with the eltr.

Rushville, Ind.—The Rushville Milling Co. has bot the mill of C. G. Clark, who has nearly completed a 100-barrel mill and 25,000-bu. eltr. on the L. E. & W. Ry.—N. M. P.

Leiters Ford, Ind.—The eltr. of Campbell & Engle, which burned Oct. 18, contained 20,000 bus. of grain and nothing of the contents was saved but the clover seed.

Francesville, Ind.—The Jacob Myers Eltr. Co. has installed one of the largest Marseilles Shellers and Cleaners, combined, and will make other extensive improvements.

Indianapolis, Ind.—The first shipment of the new crop of corn arrived in Indianapolis Nov. 5. It consisted of 2 cars from southern Illinois and inspected No. 4, soft and damp.

Galveston, Ind.—The Galveston Grain Co. incorporated, \$25,000 capital. Incorporators and directors are, Chas. F. Seward, Kokomo; Jas. R. McReynolds and Edwin R. W. Truax, Galveston.

Idaville, Ind., Oct. 30.—New corn has commenced to move; crop will be about $\frac{3}{4}$; quality medium, will be some soft and chaffy. Farmers say the yield will be disappointing.—G. W. Friday.

Insurance agents thruout Indiana are complaining that they are losing business because the rates of the stock companies are too high in comparison with the mutuals, which are getting the eltr. business.

Darlington, Ind.—Fall & Alter have let the contract to A. H. Richner for the rebuilding of their eltr. It will have a capacity of 20,000 bus. and a 25-h. p. gasoline engine and new machinery will be installed.

Huntertown, Ind.—The Berne Grain & Hay Co. is remodeling its house and installing corn dump, sheller, cleaner, 35-h. p. steam engine, and other machinery. The company has bot the house of the G. R. & I.

Aylesworth, Ind.—Jones Bros. have commenced to build a 40,000-bu. eltr. on the site of the one burned some time ago. A concrete foundation has been built for the framework, which is to be of home-grown timber.

Frankfort, Ind.—Wm. T. McBride, who recently withdrew from the Frankfort Grain Co., has opened an office and is buying hay and grain on brokerage for the Louis Muller Co., of Baltimore, Md., and also on his own account.

Indianapolis, Ind.—At the annual meeting of the Indianapolis Eltr. Co., held recently, the following officers were re-elected: Volny T. Malott, pres.; Llewellyn H. Blanton, vice-pres.; Arthur Gillett, treas.; Geo. Warren, secy.

Keystone, Ind.—The stockholders of the Co-operative Eltr. Co. held a meeting Oct. 26 at Keystone but the Buffalo promoter, J. C. Coffman, was not present with the \$5,000 bond which he had promised for the completion of the eltr.

Valparaiso, Ind.—John Brodie, one of the largest grain buyers in this section of the state and ex-postmaster, has disappeared, leaving debts amounting to \$50,000, due mostly to farmers. Before leaving he assigned all of his property to his stepdaughter.

If you are not a member of the State Assn. join now and help us to build up an organization strong enough to bring about all the reforms necessary to make the grain business one in which there is not so much uncertainty as to results.—S. B. Sampson, Secy.

Lafayette, Ind.—The Crabbs-Reynolds-Bell Grain Co.'s new 60,000-bu. eltr. is under cover and will be receiving grain in about 2 weeks. Henderson & Friedline, who have the work in charge, did not start work on the plant until Sept. 28, which makes the erection of the eltr. about a 60-day job.

Terre Haute, Ind.—The Merchants' Distilling Co. is building a corn shelling plant adjoining its distillery and will handle corn direct from the farmers' wagons. It will be able to handle 500 bus. of corn per hour and will be ready to handle the new crop. The company has heretofore had all its corn shipped in.

Lagrange, Ind.—The new eltr. for the Berne Grain & Hay Co. has been completed and is now receiving grain. The main building is 24 x 36 ft. with an annex of 8 x 24 ft., a corn crib 8 x 25 x 24 ft. and an engine room 20 x 24 ft. The second floor has 9 bins having a capacity of 15,000 bus. A warehouse for coal, lime, cement, salt, etc., has also been built.

Anderson, Ind.—At a meeting of the Eastern Indiana Grain Dealers Assn., at the Hotel Anderson, Oct. 29, one of the principal topics of discussion was the purchase of grain by the 100 pounds instead of the bu. The 37 dealers present voted to buy corn by the 100 pounds in the counties of Madison, Hancock, Wayne, Randolph, Delaware, Henry, Hamilton, Grant and Marion. This is a renewal of last years' agreement and will become effective Dec. 1.

Fort Wayne, Ind.—The Eastern Indiana Grain Dealers' Assn. held a meeting at the Wayne hotel Nov. 5 to discuss the new corn crop. It was estimated by the dealers that fully 75 per cent of the corn is not yet fit for shelling and shipping. Corn on the stalk is still green and it was only the last frost which had any considerable effect in drying the grain. One dealer said that new corn now marketed can scarcely be shelled at all. The dealers feel that in view of these conditions the farmer should hold his corn until colder weather sets in and the grain becomes thoroly dried.

Kokomo, Ind.—The grain dealers of central Indiana held a meeting Nov. 3, at the Clinton hotel, to consider the handling of the crops. Among those present were: George C. Wood, Windfall; F. C. Davis, Swayzee; J. M. Couchner, Bennetts Switch;

E. E. Bogue, Lafayette; O. J. Fatzinger, Frankfort; D. W. Osborn, Frankfort; John C. Young, Frankfort; Krank Kelly, Frankfort; David Munger, Frankfort; C. W. Mallot, Frankfort; W. H. Barnett, Lebanon; A. E. Betts, Forest; H. M. Freeman, Dayton; Bert A. Boyd, Indianapolis; C. Ryse, Indianapolis; T. J. Madden, Detroit; O. C. Gordon, Summitville; John Gordon, Summitville; J. Wittinger, Anderson; J. Files, Muncie; E. K. Sowash, Middleton; W. H. Harting, Elwood; T. A. Morrison, Kokomo; O. J. Thompson, Kokomo; C. M. Barlow, Kokomo; C. F. Seward, Kokomo.

IOWA.

Stanton, Ia.—McCormick & Son will build an eltr.

Essex, Ia.—A. M. Stearns has succeeded Stearns & Co.

Coon Rapids, Ia.—The Atlas Grain Co. closed its eltr. Nov. 1.

Wiota, Ia.—The Des Moines Eltr. Co. has put in new coal sheds.

Orient, Ia.—N. B. Farquahar has succeeded the Orient Grain Co.

Huxley, Ia.—O. M. Johnson, of Slater, has bot the eltr. of Valen & Son.

Kirkman, Ia.—J. H. Schmidt has installed a 12-h. p. gasoline engine.

Traer, Ia.—H. C. Pearce has closed his eltr. and it will be torn down.

Shenandoah, Ia.—H. D. Ragan has sold his interest in W. H. Ragan & Co.

Gilbert Station, Ia.—The B. A. Lockwood Grain Co. is building a large crib.

Holstein, Ia.—V. Roush, proprietor of the mill, is buying and shipping grain.—T.

Halbur, Ia.—The Twamley-Dawson Grain Co. will build a 10,000-bu. cribbed eltr.

Paton, Ia.—J. S. Williams is building a 30,000-bu. eltr. to replace the one burned Sept. 28.

Blencoe, Ia.—John R. Brown is local agt. for the J. H. Hamilton Co., of Omaha.

Cedar Rapids, Ia.—H. J. O'Neil is buying barley for the Anheuser-Busch Brewing Co.—T.

Malcolm, Ia.—Mr. Cook, of Ladora, has bot out F. P. Hubbert and will engage in the grain business.

Des Moines, Ia.—H. C. Moeller is now secy. of the Des Moines Eltr. Co., vice Wm. L. Shepard.—T.

Cedar Falls, Ia.—The Cedar Falls Mill Co. will erect a mill and grain storage plant in the spring.—T.

Minden, Ia.—The D. Rothschild Grain Co. is moving its eltr. from the C., R. I. & P. Ry. to the C. & G. W. road.

Dysart, Ia.—Frank Kuehl, who has been buying grain here for some time past, is mgr. for the Dysart Eltr. Co.—T.

McClelland Sta., Underwood P. O., Ia.—The Twamley-Dawson Grain Co., of Omaha, will build a 10,000-bu. cribbed eltr.

Miles, Ia., Nov. 2.—Corn husking has begun quite extensively; yield about 60 bus. per acre, with about 5 per cent soft.—F. Struve.

Le Mars, Ia.—The Plymouth Milling Co., which buys extensively in this section, is shipping barley and low-grade wheat.—T.

Quimby, Ia.—Weart & Lysaght, of Cherokee, are represented at this place by

M. Marsh. They have also a branch at Marcus.—T.

Anita, Ia., Oct. 30.—Corn husking has begun. The corn is a fair quality, but not over half a crop.—F. C. Chinn, agt. Wesley Eltr. Co.

Malvern, Ia., Nov. 4.—Not much corn cribbed yet; weather wet; help scarce; wages $3\frac{1}{4}$ to $3\frac{1}{2}$ cents per bu. and board.—P. Kilmartin.

Kiron, Ia.—The Trans-Mississippi Grain Co. has been compelled to raise its eltr. 3 ft. because of water settling in the pit during wet weather.

Spencer, Ia.—De Wolf & Wells, of Laurens, has bot the entire line of eltrs. of P. M. Ingold, and will operate them in connection with their eltrs. from Spencer.

Otho, Ia., Oct. 30.—Crops are very here. About half crop of oats. Not enough corn to feed very few cattle feeding.—A. E. Bowers, agt. J. H. Hamilton Co.

Morrison, Ia.—M. J. Beckwith has bot the eltr. of the Rothschild Grain Co. and took possession Nov. 1. Mr. Beckwith has had charge of the eltr. for the past 6 years.

Deep River, Ia.—W. E. Cox & Co., who were reported to have engaged in the grain business, are said to own an eltr. and to have bought for shipment "off and on" for some time.—T.

Clinton, Ia.—E. H. Prince, a broker in grain, provisions, and stocks, and a member of the Chicago Board of Trade, will open an office in Clinton. C. C. Haggard will have charge.

Des Moines, Ia.—Ira Conger of Cherokee, who bought an interest in the Des Moines Eltr. Co. and will manage a portion of their line, has removed to Des Moines. He still operates the Cushing eltr. for his individual account.—T.

Cambridge, Ia.—The new Rock Island extension from Gowrie to Newton will cross the Milwaukee and the Des Moines, Iowa Falls & Northern lines at this station. Inglis Bros. have secured sites for two eltrs. to be erected south of Cambridge on the new line.—T.

Missouri Valley, Ia.—The Updike Grain Co. will rebuild its eltr. and equip it with rope drives, 30 and 22-inch belts, 4 hopper scales of 120,000-lb. capacity, and a full line of cleaning and grading machinery. The power plant was not seriously damaged by the fire.—T.

McGregor, Ia., Oct. 30.—From the Mississippi to the Missouri River, along the C., M. & St. P. Ry. system, about 60 to 65 per cent of all threshing is done, and with a continuance of this weather think it will be finished up very shortly. A great deal of damage was done in Iowa by the rains and the wheat crop is very poor, a good deal of it no better than chicken feed. We notice the Iowa millers are drawing their supplies from Dakota this season. Oats are generally very light in weight, ranging from 18 to 28 pounds, but the average is 23 pounds to the bu., and poor quality. Barley is very light weight and badly stained. The samples we have seen are mostly low grade malting or feed.—Hunting Eltr. Co.

Red Oak, Ia., Oct. 28.—The special meeting of the Grain Dealers Union was called to order by Pres. Hunter. The conditions existing at different stations formed the principal topic of discussion. The following were present: D. Hunter, Hamburg, Ia.; R. Whistler, Farragut; E.

H. Vanschoiack, Elliott; Mr. Campbell, Carson; J. A. Kyle, Shenandoah; D. G. Danner, Blanchard; G. W. Wyant, Malvern; P. Kilmartin, Malvern; G. M. Gwynn, Essex; A. M. Stearns, Essex; F. E. Cowden, Riverton; E. W. Sheldon & Bro., Percival; Chas. F. Davis, Pacific Junction; J. W. Berry, Clarinda; F. Oline, Page; T. J. Gwynn, Norwich; John Gwynn, Yorktown; W. H. Eaton, Emerson; R. J. Edmonds, Hawthorne; E. C. Kayton, Strahan; Wm. McMahon, Shenandoah; Mr. Turner, Elliott; Joe Wray, Creston; Jas. Gault, Creston; Mr. Abraham, Prescott; Mr. Swearingen, Omaha, Neb.; C. M. Boynton, Creston; Jos. Norton, Creston, and Geo. A. Stibbens, Chicago, Ill.

KANSAS.

Iola, Kan.—S. S. Forney is building an eltr.

Anson, Kan.—S. & J. Meyers have bot the eltr. of R. H. Nunn.

Bronson, Kan.—The Love Grain & Hay Co. has succeeded Love, Hodges & Co.

Rosehill, Kan.—We can't do without the Grain Dealers Journal.—Harris Grain Co.

Wellington, Kan.—The Hunter-Milling Co. is increasing its eltr. capacity by 55,000 bus.

Everest, Kan.—Geo. C. Baker has succeeded Edgar Johnson at Everest and at Pierce Junction.

Baker, Kan.—E. Harrington has installed a 21-h. p. Otto Gasoline Engine to operate his eltr. and feed mill.

Hays City, Kan., Oct. 30.—One side of E. J. Madden's eltr. collapsed and piled 5,000 bus. of wheat on the ground.

Smith Center, Kan.—The new eltr. for A. C. Smith & Co. has been completed and is receiving grain. G. M. Church, is mgr.

Argentine, Kan.—An employe of the Argentine Eltr. Co. was fatally injured while inspecting the machinery recently and died in a few hours.

Muscotah, Kan.—L. Cortelyou started Nov. 9 on a visit to the east, Baltimore and New York, returning by way of Chicago the last of the month.

Rosehill, Kan.—The Harris Grain Co. has installed a 15-h. p. Fairbanks-Morse Gasoline Engine and Marseilles New Process Sheller and Cleaner.

Salina, Kan.—The Western Star Milling Co. will build a 75,000-bu. eltr. adjoining its present eltr., giving the company an eltr. capacity of 125,000 bus.

Selden, Kan.—The J. Rosenbaum Grain Co. will take charge of the eltr. which it recently purchased from Chas. Counselman & Co., as soon as cars can be secured to ship out the grain it contained at time of transfer.

Olmitz, Kan., Nov. 2.—About 10 per cent of the wheat threshed is still piled on the ground on account of the car famine and is being damaged a great deal by the rain. A small percentage of the wheat is still in the stack and shock.—C. J. Kreisel.

Sawyer, Kan.—W. E. Clark, grain dealer, has filed a complaint with the Kansas Railroad Commissioners against the Santa Fe for discrimination in car supply. He claims the trainmen had orders from a higher authority not to set out cars at Sawyer, but to leave them at other stations. He was compelled to close his eltr. from Aug. 29 to Oct. 15. He was forced

to store the surplus grain in a shed, the company furnishing him with only 6 cars during the 7 weeks his eltr. was closed.

Kansas shippers are getting poor service from the railroads because the laws make it almost impossible for the shipper to compel relief thru the courts. The provision of the law requiring the roads to forfeit \$2 per day for each day's delay in furnishing cars within a reasonable time is too vague.

Topeka, Kan., Nov. 2.—Weather very favorable for farm work; wheat fine stand, some being pastured, sowing nearly finished; corn matured, ears unusually well filled, gathering progressing, no damage by frost except in a few northern counties; forage crops generally secured in good condition, although slightly hurt by frost in a few localities; pastures good.—Government Report.

Monument, Kan.—Chas. Page, grain dealer, has complained to the state railroad commissioners that grain dealers in his section of the state have to bribe trainmen in order to get cars. Finding that shippers at Oakley and Page City had all the cars they wanted he asked them how they got them. They told him they "tipped" the trainmen. Mr. Page complains that this is not legitimate.

MARYLAND

Baltimore, Md.—The Whitehall Grain, Milling & Supply Co. has increased its capital from \$15,000 to \$25,000.

Baltimore, Md.—The completion of Eltr. No. 3 has been delayed for months. It was to have been finished last summer, but it is not yet ready for service.

MICHIGAN.

Copemish, Mich.—Mr. Merrithew, of Scottville, will build an eltr.

Menominee, Mich.—Lyons Bros. of Marinette, Wis., will build an eltr. at Menominee next year.

Jackson, Mich.—The capital of the Stockbridge Eltr. Co. is \$40,000 instead of \$10,000, as recently reported in this column.

MINNEAPOLIS

Memberships in the Chamber of Commerce are selling for \$2,200.

J. W. McClatchie is representing E. L. Welch & Co. on 'Change.—T.

H. J. Hartig, bookkeeper for the Atlantic Eltr. Co., died Nov. 3, after an illness of only one day.

The barley market here is in better shape than it has been, particularly for the medium and lower grades.—T.

Burglars broke into the offices of the Coe Commission Co. Oct. 25, but got nothing for their trouble. Who ever found anything of value in a bucket-shop?

J. H. McMillan, of LaCrosse, Wis., has succeeded Jas. F. Cargill as mgr. of the Cargill Eltr. Co. The death of Mrs. Cargill is given as one of the reasons for the resignation of Mr. Cargill.

Minneapolis inspection is said to be so much more rigid than formerly that eltr. companies are shipping much of the best wheat to Duluth, where the grading is alleged to be more liberal. The official records on some days show that only one-tenth of the total wheat receipts at

Minneapolis are No. 1 northern, while at Duluth fully one-third of the arrivals are given that grade. The rigid grading has worked to the disadvantage of the eltr. companies who have sold contract wheat on the Minneapolis Chamber of Commerce.

MINNESOTA.

Rushford, Minn.—W. J. Rau is buyer for the Farmers' Eltr. Co.

Ellendale, Minn.—C. C. Jansen has formed a company to erect an eltr.—T.

Bird Island, Minn.—Geo. R. Crosby, secy. of J. Richardson & Co., is dead.—T.

Lamberton, Minn.—The Lamberton Milling Co. is buying barley for shipment.—T.

Marietta, Minn.—The Marietta Grain Co. has been organized and has bot the Seeger eltr.

Wabasso, Minn.—The Farmers' Grain & Fuel Co. has given a chattel mortgage of \$3,000.—T.

Tyler, Minn.—J. H. Kennedy is shipping barley for the account of the Tyler Roller Mills.—T.

Fergus Falls, Minn.—M. S. Anderson has succeeded John Ruttel as mgr. for the Dakota Eltr. Co.

Glencoe, Minn.—F. W. Keehn has been appointed superintendent of a line of eltrs. in Nebraska for the Peavey Eltr. Co.

Winona, Minn.—The Bay State Milling Co. has installed automatic scales in its wheat department. The scales were imported from Germany.

Lanesboro, Minn.—James Gribbin, who recently engaged in the grain business here on his own account, has organized a company known as the James Gribbin Co.—T.

Lake City, Minn.—Riede & Jacobs, live stock dealers, have started in the grain business and will build an eltr. or warehouse as soon as a suitable site is secured.—T.

Springfield, Minn.—The Springfield Milling Co. has a number of new eltrs. in operation at stations west of Springfield and is shipping out considerable surplus grain.—T.

Guckeen, Minn., Oct. 30.—Oats, barley and corn crops good here; wheat good, but small yield. Roads good and farmers marketing.—T. F. Garry, agt. Northern Grain Co.

Northfield, Minn.—The office of the Sheffield-King Milling Co. was broken into recently and ransacked. The same night the office of the Farmers' Mer. & Eltr. Co. was entered and \$5 taken.

Mankato, Minn.—A meeting of members of the South Minnesota and South Dakota Grain Dealers' Assn. was held at the Saulpaugh Hotel Nov. 5, to talk over crop and transportation matters, and to meet the new secy., J. J. Quinn.

Blue Earth, Minn.—The Pfeffer Eltr. Co. are billing grain for Chicago via Minneapolis, in order to avoid the blockades on the southern divisions, particularly east of Belle Plaine. They believe that delivery is expedited by this routing.—T.

Duluth, Minn.—The cause for the recent relative advance in the price of macaroni wheat, as compared with spring wheat is, as nearly as we can learn, because it is being bot for chicken feed in the east, it being about the cheapest

chicken feed that can be found. This is a statement made to us by a large buyer of macaroni wheat here.—John Miller, pres. the John Miller Co.

St. Charles, Minn.—The eltr. of F. Blankenburg was so badly wrecked during the storm of Oct. 3 that it is being torn down and another eltr. will be built on the site. About 3,500 bus. of grain was in the eltr. at the time. Loss, \$3,500; insurance, \$1,500.

Duluth, Minn.—The difference in price between macaroni and spring wheat was too great at the opening of the season and there is a fair demand for all macaroni that comes to this market. Prices have advanced more in keeping with its legitimate value.—R. D. Haig.

Fulda, Minn.—The Farmers' Eltr. Co., an association of business men, is being managed by Michael Cullen, a grain buyer of some years' experience. This business has been conducted on regular lines and has nothing in common with that of the so-called "co-operative" companies.—T.

Minneapolis, Minn., Nov. 2.—Generally dry weather since Oct. 7th; killing frost in south on 26th; corn from native seed on high land good and well matured, but most late corn too soft to keep; threshing and plowing progressing well, but hindered in south by soft land; very little winter wheat.—Government Report.

Deer River, Minn.—A grain train consisting of 65 cars of flax and wheat recently was wrecked. The train was running between Cass Lake and Superior when the rails gave way and 8 cars in the middle of the train were thrown from the track and cars and contents were piled in an indiscriminate mass.

Luverne, Minn., Oct. 26.—About 40 per cent of the threshing is done in Minnesota; some of the machines left the localities where the crops were the poorest, on account of the ground being too soft to move heavy rigs, and therefore the threshing progresses very slowly. The heavy rains left only a small proportion of the wheat crop to grade No. 1 northern and the quantity of No. 2 northern will not exceed half what it would have been with favorable weather. The wheat crop stood the bad weather remarkably well, considering that very near all the crop was in shock during 3 to 4 weeks of almost continual rain.—Henry Hanson, general agt. Davenport Eltr. Co.

Pipestone, Minn.—Members of the South Minnesota and South Dakota Grain Dealers Assn. in the vicinity of Pipestone held a meeting Oct. 30 at the Calumet, to consider subjects of mutual interest and promote good feeling among the different firms. Among those present were: E. A. Brown, Luverne; W. S. Bemis, representing Howard & Bemis, Edgerton; Henry Hanson, Luverne, representing Davenport Eltr. Co.; A. M. Millam, Sleepy Eye, Minn., representing Sleepy Eye Milling Co.; E. S. Kingsbury, Heron Lake, representing Benson Grain Co.; W. D. Parker, Woodstock; Alex. Mitchell, Jasper; W. S. Amsden, Minneapolis, representing Inter-state Grain Co.; J. P. Hull, Willmar, representing Northwestern Eltr. Co.; T. Hagen, Minneapolis, representing Minnesota & Western Grain Co.; Walter Parks, Airlee; J. M. Bennett, Flandreau, representing S. Y. Hyde Eltr. Co.; W. W. Fletcher, O. P. Nason and D. C. Harrington; Wm. Lockwood, Pipestone; F. L. Davies, Minneapolis, representing Davies Grain Co.; L. H. Hyde, Pipestone.

MISSOURI.

St. Joseph, Mo.—The Gulf Eltr. Co. incorporated, \$100,000 capital. An eltr. will be built.

St. Louis, Mo.—David Stott, of Detroit, Mich., has applied for membership in the Merchants' Exchange.—T.

Kansas City, Mo.—The Gulf Eltr. Co., recently incorporated at St. Joseph, will build a 100,000-bu. eltr.

Prairie Lick, Mo.—Brownfield & Fulton have bot the eltr. of John F. Rogers & Son, who are now out of the grain business.

East Prairie, Mo., Nov. 5.—Corn not drying out well. Wheat looks fine. Corn 2-3 crop compared with last year.—E. D. Russell.

St. Louis, Mo.—Some of the dealers here are buying extensively of low-grade, damaged, and stained barley for feed purposes.—T.

Kansas City, Mo.—The Missouri Railroad Commissioners will hold their final hearing on the maximum rate schedule at Kansas City Nov. 23.

St. Louis, Mo.—J. B. M. Kehlor, the well-known miller, who at one time was active on the Merchants Exchange, died Oct. 26 of locomotor ataxia.

St. Louis, Mo.—In order to hold the manipulators of the December wheat option in check the directors of the Merchants' Exchange Oct. 26 established a marginal price of 87 cents.

Kansas City, Mo.—The Sun Eltr., which was recently purchased by the Harroun Commission Co., will be remodeled and improved. It is now called the Gulf Eltr. and will be operated as a terminal eltr.

St. Louis, Mo.—The federal grand jury has returned the indictment against the Rialto Grain & Commission Co., charging it with using the United States mails for illegal purposes and capias were issued for the persons connected with the company.

Kansas City, Mo.—Grain dealers of the city held a meeting in the office of W. P. Trickett, commissioner of the transportation bureau, to protest against the charge of \$1 per car for all grain remaining in the yards over 49 hours; and against the failure of the roads to place cars on hold tracks for inspection, as ordered by the railroad commissioners.

St. Louis, Mo.—The Millers Club adopted resolutions recently "that this club condemns the practice of manipulation and urges all millers to take active steps to defeat the move to continue this market on a fictitious basis; and that millers be advised to refrain from purchasing No. 2 red winter wheat in the St. Louis market now or at any time in the future until conditions shall have assumed a normal basis."

NEBRASKA.

Rockville, Neb.—The Wells-Hord Grain Co. is rebuilding its eltr.

Goodwin, Neb.—The new eltr. for J. C. Dugan has been completed.

Blue Springs, Neb.—A. A. Mathews is mgr. for the Omaha Eltr. Co.

Alda, Neb.—H. A. Gallup is making shipments of grain this season.—T.

Tilden, Neb.—Corkle Bros. & Co. will build an 80-barrel mill and an eltr.

Tekamah, Neb.—Henry Roberts, of Arlington, Neb., has completed his eltr.—T.

Murdock, Neb.—J. T. Evans is enlarging his eltr. to 25,000 bus. capacity.

Gilead, Neb.—B. W. Lucas & Co. have installed a gasoline engine in their eltr.

Magnet, Neb.—W. W. Trosper is agt. for the Peavey Eltr. Co. at this station.—T.

Harvard, Neb.—The eltr. of Milmine, Bodman & Co. has been re-sided and painted.

Odell, Neb.—I think the Journal is O. K.—J. C. McDermott, agt. Central Granaries Co.

St. Libory, Neb.—Peter J. Fay has taken charge of the eltr. for the Omaha Eltr. Co.

Omaha, Neb.—G. W. Wattles is actively engaged in organizing the new grain exchange.

Ashton, Neb.—Mr. De Witt has succeeded J. T. Shannon as agt. for the Jaques Grain Co.

Saronville, Neb.—The Saronville Farmers' Grain & Stock Co. has been organized, capital \$5,000.

Table Rock, Neb.—The grain dealers of southeastern Nebraska gave a banquet Oct. 23 at the Murphy hotel.

Harvard, Neb.—Jas. T. Stack is installing a 4-ton Howe Scale, purchased of the York Foundry & Engine Works.

Ong, Neb.—W. H. Beck is installing a 4-ton Howe Scale, purchased of the York Foundry & Engine Works.

Hastings, Neb.—The J. M. Sewall Co. is installing a 4-ton Howe Scale, furnished by the York Foundry & Engine Works.

Kennard, Neb.—The Nye-Schneider-Fowler Co. has completed improvements on its eltr. and corn cribs and has built an office.

Dwight, Neb.—Orchard, Ia.—Geo. Brown, who started the Rudd Farmers' Eltr. Co., is now mgr. of the Orchard Produce Co.—T.

Creighton, Neb.—Bush Bros. have been shipping oats to western markets, but are now unable to get cars which are permitted to go in that direction.—T.

Hampton, Neb.—J. M. Cox has purchased of the York Foundry & Engine Works a Howe Gasoline Engine, to be installed in his eltr. at this place.

Omaha, Neb.—It is said that a Minneapolis milling company will build a \$75,000 flour mill at Omaha, the mill to have a capacity of 1,000 barrels daily.

South Bend, Neb.—J. T. Evans is enlarging his eltr. at this place. The machinery and supplies are being furnished by the York Foundry & Engine Works.

Sutton, Neb.—The eltr. for the Nebraska-Iowa Eltr. Co. has been completed. The Sutton Farmers' Eltr. Co. will build an eltr. as soon as it can secure trackage.

Indianola, Neb.—The Farmers' Eltr. Co. has let the contract for the erection of the eltr. The York Foundry & Engine Works have the contract for the equipment.

Grand Island, Neb.—A. D. Sears is overhauling his eltr. and installing new equipment, including a Howe Hopper Scale, purchased of the York Foundry & Engine Works.

Verdel, Neb.—F. McClintock, who formerly had grain hauled to Niobrara and ferried across to the Milwaukee road at Running Water, is now located at Verdel, on the C. & N. W. Ry.—T.

Lexington, Neb.—The Lexington Mill & Eltr. Co. will build grain bins having a capacity of 4,000 bus., over the driveway at the mill. It also intends erecting eltrs. at other towns to enable the mill to be run night and day.

Shickley, Neb.—The Schickley Farmers' Eltr. Co., which started out so bravely to do business at this station, is reported to have placed an incumbrance of \$2,000 on its property. Coming events cast their shadows before.—T.

Lincoln, Neb.—Justice Holcomb has issued a writ of mandamus against the Burlington road to compel it to grant a site to the Kansas Co-operative Grain Assn. for the erection of an eltr. at Upland, where the assn. wishes to erect a \$4,000 house.

Odell, Neb., Oct. 31.—Farmers have started to husk corn; early corn is making from 35 to 60 bus. per acre and think it will average 40 bus., and about 60 per cent of the crop of early and late corn will probably make 25 bus. and about 20 per cent of that chaffy.—J. C. McDermott, agt. Central Granaries Co.

Omaha, Neb.—A. B. Stickney, of the Great Western, has subscribed \$1,000 and grain men, millers, and other Omaha business men \$30,000, toward a proposed fund of \$250,000, with which to combat railroads antagonistic to the development of Omaha as a grain market. The fund was started at a meeting of the Commercial Club Nov. 2, and at the same time the organization of the Omaha Grain Exchange was proposed.

Firth, Neb.—The barber at Firth, while shaving farmers at 10 cents each, conceived a plan to make more money out of his clients. He used his persuasive eloquence to organize a farmers' eltr. company, with himself as mgr. The farmers put in \$6,000 cash; and the barber started out to show the old dealers how to run the grain business, with the result that he soon had the concern \$9,000 in debt. No dividends have been declared, and farmers are dissatisfied with the prices he is paying. It is believed the company will sell out or be reorganized.

Omaha, Neb.—A party of thirty-one grain men and millers visited Omaha Nov. 2 as the guests of Pres. A. B. Stickney, of the Chicago, Great Western R. R., to look over the eltr. and flour mill field. The party crossed from Council Bluffs on the trolley cars, was escorted to the Commercial Club, where, with about 70 of Omaha's representative business men, they enjoyed a luncheon, which was protracted into the afternoon. After the luncheon the party was taken to view the city in four special trolley cars, returning to dine at the Iler Grand at 6 o'clock. The guests departed in carriages at 8 o'clock to the train for Minneapolis. Among the visitors were: John Marshall, pres. of the Chamber of Commerce, Minneapolis; Frederick Atkinson, Washburn-Crosby Co.; H. P. Gallagher, Consolidated Milling Co.; Benjamin Sheffield, of Sheffield & King; C. E. Wenzel, Interstate Grain Co.; B. H. Morgan, for F. H. Peavey & Co.; M. W. Lee, for Way-Johnson-Lee Co.; G. C. Harper, of George C. Harper & Co.; L. T. Soule, Standard Eltr. Co.; J. W. Daniels, Daniels Linseed Oil Co.; J. B. Densmore, McCaull-Webster Eltr. Co.; W. J. Jennison, of Gregory, Jennison & Co.; A. F. Brenner, Anchor Grain Co.; N. K. Simmons, Simmons Milling Co. and Red Wing Linseed Oil Co.; L. A. Cobb; W. M. Dickinson, for Ware & Leland; J. N. Corse, of Corse & Co.; T. M. McCord, of McCord & Co.

NEBRASKA LETTER.

H. G. Miller, secretary of the Nebraska Grain Dealers' Assn., has been out in the state for the past three weeks holding local meetings. So far he has had meetings at Lincoln, Auburn, Table Rock, Fairbury, Geneva, York, Holdrege, Hastings, and Oxford.

C. W. McComb, of Wilsonville, who was the cause of the mandamus being issued against the Burlington road to compel them to furnish him with cars at that station, has no eltr. at that point, but desires the same treatment as those who have their money invested in property and who are carrying on a regular grain business.

Many farmers all over the state, not only at Furth, are beginning to realize that it is much easier to talk than it is to get results, and they are awakening to the fact that they are not taken advantage of by the regular grain dealer as they were led to believe, and many are willing to let their shares in their company go, rather than continue to pay back into their company a cent or a cent and a half for selling to other concerns, thereby losing much more in the end than the money they have invested in the company.

The inspection committee of the Nebraska Grain Dealers' Assn. held a meeting a short time ago and selected samples of wheat, corn, oats, and rye to be used as standard official grades in their inspection department. Applications for inspectors and weighmasters have been sent in from several parties, and the committee will meet soon again to examine and appoint inspectors and weighmasters wherever desired. Those who expect to have an inspector and weighmaster appointed feel that it will be the means of getting them much better returns from the terminal markets than they are now getting.

During the latter part of October and the first of November, Nebraska was visited by regular June rains, which prevented the farmers from getting into their fields to gather corn, but which was of very great benefit to winter wheat, which is looking exceptionally fine this year. The acreage of winter wheat will not be any less than that of last year, and if the present prospects for a crop of winter wheat continues, we will have as much if not more than last year. Corn is not turning out as well as expected, except in a few places. On the Omaha road in Nebraska it is very good in quality, and will about come up to the standard in yield. The state over has so many different conditions in its corn crop that it will be a very hard year on the grain men, and will require very careful attention when it comes to grading.

The Omaha grain men are becoming very much enthused over the proposed Omaha grain market, which now seems almost an assured success. At the first meeting of business men held for the purpose of organizing, 50 memberships were taken, nearly all by Omaha men, including Twamley & Son, Nathan Merriam, J. W. Holmquist, S. A. McWhorter, J. A. Sunderland and L. R. Cottrell. Considering the large wheat, oats, and corn crops raised in Nebraska, the possibilities for this market to succeed are very great. There is no reason why Nebraska should be compelled to send the bulk of its crops to Kansas City, St. Louis, Minneapolis, or Chicago, when it could be taken care of so much better in its own state. Only about one-tenth of

the stuff raised in Nebraska it is estimated is now coming into Omaha, and with an established grain market, there should not be much more than that going out. Several grain men have agreed to erect large terminal eltrs. here as soon as an organization is perfected.—E. C.

NEW JERSEY.

F. L. McLean, of Carscallen & Cassidy, Jersey City, N. J., has just returned from a trip thru Ohio and Indiana in the interest of his firm.

NEW YORK.

New York.—Chas. L. Rickerson & Sons have succeeded the Rickerson Bros. Co.

Buffalo, N. Y.—An explosion of mill dust occurred at the mill of the Buffalo Cereal Co. recently, 3 employees receiving serious burns.

New York, N. Y.—The Produce Exchange Oct. 29 established grades of No. 1 and 2 macaroni wheat, at the request of the Department of Agriculture.

New York.—Burns Bros., of Buffalo, have opened an office in New York to do a brokerage and commission business in grain. Thos. M. Ricalton will have charge.

Buffalo, N. Y.—H. C. Harrison, mgr. Buffalo Grain Co., has been elected a trustee of the Chamber of Commerce, to fill the vacancy created by the death of Chas. Ellsworth.

Buffalo, N. Y.—Spencer Kellogg and Thomas Regan have canceled their arrangement for handling grain thru their eltrs., and after working only a few days under the $\frac{1}{4}$ -cent charge are now elevating free.

Buffalo, N. Y.—The vote in favor of building the 1,000-ton barge canal at the expense of the state has greatly pleased the grain dealers of Buffalo and New York, and has amply rewarded the energetic campaign for canal improvement carried on so long under discouraging railroad opposition by the Chamber of Commerce.

BUFFALO LETTER.

The city maltsters still predict a steady run this season, with practically full capacity represented. The new malt house to be built by Frank A. Dole will hardly come into this season.

This is the time of year when the grain comes in mixed with all sorts of things that have accumulated in the bottoms of the bins. Chief Grain Inspector Shanahan finds dirt and mixed grades a very common thing and has to stand up against them very hard.

Corn and feed-millers report a steady though quiet business, but the through feed trade has been slow of late. For some reason the local flour mills have been able to get a premium on their feed for some time, probably on account of more prompt shipments being possible.

Winter wheat from the west is yet a little short, so that dealers are getting in a little state white to help out and paying a fair price for it. Some white wheat from Montana still finds its way here, though it was thought that the rather slow sale of it would discourage shipments.

The harbor eltrs. are very full of grain and there is more than is comfortable in the track transfers, all on account of the crying shortage of cars. The lack seems to be as much due to insufficient motive

es-power as anything, as the New York Central, with its great car list, is as slow as any of the other roads.

The car shortage is the main difficulty in the grain trade. It seems as if there were no cars, so many complaints come in. A few dealers are saying that they can get a supply, but they usually add that they have to fight for them. Nobody would do business at all under such a handicap if a better showing could be had by waiting.

All sorts of grain have been selling rather slow of late except wheat, on account of the markets being out of line. Holders of spring wheat were able to note lately that the New York price went up faster than the western price, so that they were able to drop the limit price considerably. With the limit price up to New York December, there was not much chance of business.

A good showing of eltr. room has been taken for winter storage. The erection of two large flour mills has made most of the increase. It is reported that the Washburn-Crosby mill has taken 2,000,000 bu. of room, and as it will probably not use less than 25,000 bus. of spring wheat a day it will need also to put considerable into its own eltr., which is not yet finished, though it probably will be in time for filling before the close of navigation. The new Urban mill will also need close to a million bus. the coming winter.

As to the time taken to rebuild the canal, opinions differ. Some estimate that it will take ten years, though others say six will be plenty. The attitude of the existing and prospective boatmen is also uncertain. Even with only six years to wait, the grain fleet is so old and small that it will practically disappear. It has made money for the past three years, as the roads have been obliged to go out of competition in grain carrying, though they stuck to the flour very tenaciously. One boat owner says that new boats of the present size will not be built during the interval, but others may think otherwise.—J.

NORTH AND SOUTH DAKOTA

Nome, N. D.—C. C. Martrude has opened his eltr.

Madison, S. D.—The Midway Eltr. Co. will build an 18,000-bu. eltr.—T.

Kindred, N. D.—The farmers are talking of organizing an eltr. company.

Virgil, S. D.—J. F. Anderson is building an eltr. and will install a gasoline engine.

Wheelock, N. D.—Lofgren Bros. are buying grain for Dulaney Bros., of Wiliston.

Voss, N. D.—The eltr. of Stouk & Co. burned recently with 5,000 bus. of wheat and the agent's books.

Parker, S. D.—C. W. Thompson, line man last season for the Spencer Grain Co., is now in business for himself.—T.

Denbigh, N. D.—The Farmers' Eltr. Co. has brot action to compel the G. N. Ry. to build a spur to connect the eltr. with its tracks.

Miller, S. D.—Retail merchants have joined to buy grain in order to draw farmers to town. They may also draw a general store.

Northville, S. D., Oct. 26.—Grain in this part of So. Dakota is about all threshed and I believe about half marketed. The grain is in good condition and is good milling wheat, with the exception of hav-

ing considerable smut mixed with it.—Ezra Martin.

Cooperstown, N. D.—John Ruttel, formerly with the Dakota Eltr. Co. at Ferguson Falls, Minn., has been transferred to Cooperstown.

Britton, S. D.—C. M. Furber, proprietor of the independent eltr., has handled a large quantity of macaroni wheat from the present crop.—T.

Mt. Vernon, S. D.—S. W. Whyte, who was formerly a regular grain dealer at Mitchell, has for some time past been managing the Farmers' Eltr. Co.—T.

Winfred, S. D.—C. E. Rice is carrying on his business here in the name of E. Lyman, a relative residing in Wisconsin, who backs him financially.—T.

Westhope Sta., N. D.—The Amenita Eltr. Co. will build a 40,000-bu. eltr. and E. L. Lien, of St. Vincent, Minn., will enter its employ at Westhope.

Alex. Mayer, of Bridgewater, S. D., will remove to Minneapolis. The firm of Mayer Bros. will operate a line of eltrs. in Minnesota and South Dakota.

Drayton, N. D.—The Thorpe Eltr. Co. has completed repairs on its eltr. An engine house and office have been built and a 6-h. p. gasoline engine installed.

Granville, N. D.—Work has begun on the eltrs. for the Minneapolis & Northern Eltr. Co. at Mohall, Lansford, and Glenburn, on the Granville extension of the G. N. Ry.

The Minneapolis & Northern Eltr. Co. has been sued for \$1,500 damages by W. C. Robie for injuries sustained during the construction of the company's eltr. at Emerado, N. D.

Wentworth, S. D.—R. Wertz has traded his implement and machinery business for the interest of Mr. Abraham in the Abraham & Schultz Eltr. Co., the transfer to be made January 1.

Niles, N. D.—The Farmers' Independent Eltr. Co. has been sued by the G. N. Ry. to stop the construction of the eltr. which is being built on the station grounds of the railway company, without its permission.

Davis, S. D., Nov. 3.—Threshing all done here. Wheat went about 8 bus., barley 30, oats 40 bus. per acre. Farmers now picking corn; about 75 per cent is sound.—J. R. Ellis, buyer for Farmers' Eltr. Co.

Fargo, N. D.—The representatives of farmers' eltr. companies who met here recently adjourned without effecting the proposed organization to do away with commission merchants in the terminal markets.

Freeman, S. D., Oct. 24.—About 15 per cent of the wheat is still to be threshed in this country. No damage was done by rain, and but very little by storm. Our wheat and grain is all perfect.—Dewald & Walter.

Newport, N. D.—The Robinson Eltr. Co. has established a market at Newport 20 miles north of Kenmare, on De Lac lake. The grain is loaded into barges and towed to Kenmare to be loaded into cars for Minneapolis. *

Desmet, S. D.—The Vermillion-Desmet Milling Co., which has plants at Vermillion and Desmet, is shipping surplus grain for its own account and that of its customers. The business at this point is in charge of E. J. Wight.—T.

Wagner, S. D.—Ralph Carper is agt. for the Shannon & Mott Co., of Des Moines, at this station and has shipped considerable grain to terminal markets from the

present crop, besides sending supplies to the mill operated by that company.—T.

In No. Dakota, where the crop was light, the threshing is now 65 per cent done, while where the crop was fine scarcely half is threshed. About 40 per cent of the threshing is completed as an average in So. Dakota; some localities having threshed 65 to 70 per cent, while others are not 1-3 threshed.—Henry Hanson, general agt. Davenport Eltr. Co.

Revillo, S. D., Nov. 2.—About 25 per cent of the threshing to do yet; no No. 1 wheat, some No. 2, the bulk is No. 3 and a great deal of n. g. Oats are fine; nearly all No. 3 white. Barley good yield; most of it grades No. 5. The weather is fine for threshing. Flax a large crop; good yield, perhaps 15 bus. per acre. Wheat, 14 bus.; oats, 50, and barley 40 bus. per acre.—G. Byrnes, agt. Pacific Eltr. Co.

Huron, S. D., Nov. 2.—Rains in the eastern portion during the early part of October retarded threshing and haying, and winds damaged some grain and hay stacks, and broke some corn down; rest of month weather was very favorable; corn matured, drying nicely and cribbing progressing, but probably $\frac{1}{4}$ of crop unsound; considerable threshing yet unfinished; plowing backward; winter rye thrifty.—Government Report.

Wilmot, S. D., Oct. 29.—About 80 per cent of all the small grain in Roberts county and 70 per cent in Grant county has been threshed. The damage in both counties by wet weather, frost, and hail will be 25 or 30 per cent. The yield of wheat in Roberts county will not exceed 8 bus. per acre and in Grant county 12 to 14 bus. Flax in both counties will yield 6 to 10 bus.; oats, 25 to 30 bus.; barley, 20 to 25 bus. Corn fair crop but badly frosted.—C. E. McGowan.

DAKOTA LETTER.

Richardson, N. D. — Pathman Bros. have built a 25,000-bu. eltr.

Carrington, N. D.—J. D. Faxon is mgr. for the Farmers' Eltr. Co.

Kenmare, N. D.—Wm. Putnam is building an addition to his eltr.

Velya, N. D.—Arthur Sue has built a warehouse and will buy grain.

Gladstone, N. D.—Julius Hollst has a warehouse and is buying grain.

Dickinson, N. D.—Walton & Davis intend building an eltr. next spring.

Glenullin, N. D.—J. C. Burns is mgr. for the Glenullin Grain & Lumber Co.

Minot, N. D.—The new eltr. on the Soo Road for T. T. Jacobson has been completed.

Portal, N. D.—E. E. Dickinson is buying grain in a small eltr. which he has built away from the track.

Kenmare, N. D.—The Kenmare Roller Mill Co. is figuring on a 40,000-bu. eltr. to be erected next spring.

Gladstone, N. D.—The Gladstone Roller Mill Co. will not ship any grain this year, as all the wheat is needed for the mill.

Underwood, N. D.—Konig & Son have built a 16,000-bu. eltr. Wenzel & Schumaker have built a warehouse and are doing a grain business.

Gladstone, N. D., Oct. 28.—The crop is light this year, as the rains came too late. One dealer here has sold but 20 cars of grain this year.

New Salem, N. D.—A. F. Dietz & Sons have built a 25,000-bu. eltr. The New Salem Roller Mills will build a 30,000-bu. eltr. in the spring. The Farmers' Eltr.

Co. opened its eltr. Nov. 1 and is buying grain.

Underwood, N. D., is a new town 14 miles west of Washburn, on the Washburn & Great Falls Road, which has just been extended west from Washburn. The town is about 40 days old and is in a good country. The crops have been good and farmers have brot flax 40 miles to market at Underwood.

Kenmare, N. D., Oct. 28.—Cars are very scarce at Kenmare and the eltrs. are closed part of the time for want of them. Threshers report that wheat is going as high as 35 bus. an acre and flax 25 bus. The Kenmare country has a large crop this year and the threshing is about $\frac{3}{4}$ done. Some of the late flax and wheat is somewhat frosted this year.—F. W.

OHIO.

Rittman, O.—Hershy & Landis are building an eltr.

Venedocia, O.—The F. G. Lang Co., of Delphos, is building an eltr.

Donnellville, O.—O. Sullivan has just completed his new 25,000-bu. eltr.

Houston, O.—C. N. Adlard has sold his 20,000-bu. eltr. to Chas. Bowersock.

St. Paris, O.—McMorran Bros. & Co. will enlarge their plant in the spring.

Maplewood, O.—The Maplewood Eltr. Co. has not sold its eltr. as rumored.

Woodington, O.—R. E. Mendenhall & Co. have succeeded T. A. Mendenhall & Co.

St. Johns, O.—The Runkle Grain Co. is installing an ear corn drag and an eltr. leg.

Wapakoneta, O.—Hauss & Butler have installed Smith Dumps, Shellers, and Feeders.

Fletcher, O.—Patty & Coppock's new 60,000-bu. eltr. is nearly completed. Steam power will be used.

Okolona, O.—J. W. Long has increased the capacity of his eltr. to 20,000 bus. and installed a 50-h. p. boiler.

Lewisburg, O.—S. Cotterman & Sons have bot the eltr. of L. C. & O. E. Aukerman and taken possession.

Celina, O.—The Model Milling Co. is installing an 80-h. p. boiler and a 65-h. p. engine; also a chain drag to eltr.

Mechanicsburg, O.—S. A. Muff, of New Carlisle, has bot the eltr. of the Farmers' Eltr. Co. and took possession Nov. 1.

Swanders, O.—Wm. Allton has succeeded Allton & Smith, Mr. Allton having bot the interest of R. Smith in the eltr.

Milford Center, O.—E. M. Fullington & Co. have installed \$1,000 worth of new machinery, including an ear corn eltr.

Jamestown, O.—R. W. Christy is mgr. of the eltr. for the Miami Grain Co., which was recently purchased for \$7,500.

Minster, O.—John Wernsing has converted his warehouse into an eltr. and installed a gasoline engine and a corn sheller.

Versailles, Ohio.—N. C. Didier & Co. will be succeeded by Didier & Pequignot, Mr. N. C. Didier having died in September.

Rawson, O.—Risser Bros., of Vaughnsville, have bot the mill of David Martz and will build an eltr. in connection to handle grain.

Dayton, O.—The Dayton Cereal Co. is being sued by Walton B. Gebhart; and Jas. M. Agnew, secy. and treas. of the company, has been appointed receiver.

Mr. Gebhart claims he is surety on a \$1,000 note which the company is unable to pay.

Toledo, O.—The Mollett Grain Co., incorporated in Maine, has been admitted under the Ohio laws, with \$35,000 capital. Wm. R. Worts is one of the incorporators.

Morrill, O.—The new 35,000-bu. eltr. for J. P. Barnhouse will be equipped with a Fairbanks-Morse Engine, Monitor Cleaner and Clipper, and a power seed cleaner.

Russia, O.—C. N. Adlard's new 20,000-bu. eltr. on the Big Four has been placed in operation. It is equipped with steam power, Ohio Sheller, Holmes Hopper and Wagon Scales.

Rockford, O.—The Rockford Milling Co. is installing a 12-h. p. steam plant and will supply power for the local electric light plant in addition to running its eltr. and mill.

Jeromeville, O., Nov. 2.—Weather is very dry here. Wheat suffering some; corn fair; not good. Not much grain moving at present; every one seems to be watching the election.—B. A. Funk & Co.

College Corners, O.—The Interstate Grain Co. has elected the following officers: Chas. Stout, pres.; L. A. Emrick, vice pres.; Wm. S. Todd, secy.; C. E. Reighard, treas.; Clyde S. Emrick, general mgr.

St. Paris, O., Nov. 6.—Our new crop of corn will not be what has been expected. It is chaffy and light, besides the yield will be $\frac{1}{4}$ less than has been expected. Late wheat needs rain badly. Farmers will be slow sellers of wheat and corn; fully $\frac{3}{4}$ of the oat crop in this section has been marketed.—McMorran Bros. & Co.

Cable, O.—Wesley Hardman has the heartfelt sympathy of his many friends in the grain trade in the bereavement he has suffered thru the death of his beloved wife, a bereavement felt the more deeply by him on account of her happy disposition. The loss of the partner who for 28 years encouraged him in adversity and shared his ambitions is a sad blow, indeed, to honest Wes Hardman.

St. Paris, O.—Inclosed please find \$2.00 for subscription to the Grain Dealers Journal for 2 years. We think enough of it to send you our subscription 2 years in advance. The Journal has done a great deal to revolutionize the grain trade thru-out our country and believe it is so the United States over. Every grain dealer should lend it his support and pat it on the back.—McMorran Bros. & Co.

Toledo, O.—Grain receipts at Toledo during the month of October amounted to 369,500 bus. of wheat, 629,000 bus. of corn, 699,000 bus. of oats, 14,900 bus. of barley, and 18,350 bus. of rye; compared with 995,500 bus. of wheat, 191,504 bus. of corn, 348,400 bus. of oats, 1,300 bus. of barley, and 51,500 bus. of rye for Oct. last year. Shipments were: Wheat, 148,942 bus.; corn, 564,595 bus.; oats, 847,335 bus.; barley, 21,634 bus.; rye, 14,957 bus.; compared with 346,636 bus. of wheat, 178,995 bus. of corn, 203,555 bus. of oats, 24,235 bus. of barley and 57,120 bus. of rye for Oct., 1902, as reported by A. Gassaway, secy. of the Toledo Produce Exchange.

Columbus, O.—Owing to the dry condition of the soil the wheat sown this fall is but 1,903,057 acres, or 93 per cent of that sown last fall, according to the report of the Ohio Department of Agriculture issued Nov. 6. Except in a few

favorable localities none of the fields has attained the strength and growth that it should have under favorable conditions, and the condition compared with the average is but 81 per cent. Some fly is reported, but not much injury is indicated. Rain is greatly needed. The corn crop is light, compared with that of last year, and will fall below the average crop of the state, the prospect being but 69 per cent. The crop was shocked in fairly good condition, but husking is almost at a standstill, owing to the dryness of the fodder and the scarcity of help. Very little cribbing has been done. The first killing frosts occurred Oct. 23 and 25, but no damage resulted to corn except a little that was very late. The area of rye sown this fall is 47,802 acres, or 87 per cent of that sown last year, and the condition is 85 per cent of the average.

OHIO LETTER.

Antwerp, O.—Asa Smith has been doing some repair work on his eltr. in the way of new stack, roof, etc.

Van Wert, O.—The Western Ohio Grain Dealers' Assn. met Oct. 22 at the grain office of Longwell Bros. New corn had the floor for the day, shrinkage and condition being the main features. Ohio members present: Pete Ireton, Paulding; Frank Longwell and Dale McMillen, Van Wert; H. C. Tinkham, Latty; Grant Pollock, Middlepoint; Jas. Stimmel, Payne; Ed. Churchill, Groverhill; C. A. Bissell, Antwerp; Albert Lang, Convoy; and M. Neizer, Monroeville, Ind.—B.

TOLEDO LETTER.

The United Grain Co. has installed a complete wire service with Buffalo, Cleveland, and Chicago.

Defiance, O.—John S. Greenier, Herbert Curtland, and William Slough are erecting a warehouse and granary, capacity 20,000 bus.

Fostoria, O.—Frank Bros. are building a new mill and work is progressing quite rapidly. The plant will be set in operation within a short time.

Track buyers are feeling very friendly to corn, and are buying freely of the new crop. Considerable corn is soft this year, and care is being taken in handling the early shipments.

C. C. Rubins, formerly with the firm of C. A. King & Co., was on 'change Saturday. Mr. Rubins is now located in New York City, and stopped off on his way back from the northwest.

No season has been better for the harvesting of fall crops than the present one. The farmers are gathering in large crops, the husking of corn demanding their entire time. The yield of corn will be much larger than was at first anticipated.

The demand for wheat by the local mills was some less for last week than for the previous week. During the week 28,000 bus. were taken out of the eltrs.; against 35,000 bus. for the previous week. For some time the mills have been compelled to depend for nearly half the wheat for their output upon their reserve stock.—H. D. D.

OKLAHOMA

Gage, Okla.—R. J. Bishop has succeeded C. H. Holmes.—T.

Union City, Okla., Oct. 29.—Crops here are very backward on account of dry weather; need rain very badly. Corn husking is in full sway. Corn a very fair

crop; wheat was good, but oats very light.—C. O. Hardy, mgr. Canadian County Mill & Eltr. Co.

Manchester, Okla.—Wilkinson & Berdue have succeeded Wright & Wilkinson.—T.

Chickasha, I. T.—The Choctaw Mill & Eltr. Co. is erecting a 15,000-bu. corn eltr. and improving its plant.

El Reno, Okla.—The El Reno Mill & Eltr. Co. will build an eltr. at Richland, a new town 9 miles northeast of El Reno.

Snyder, Okla.—H. L. Thorp, a wholesale grain and flour dealer at Mountain Park, is removing his business to Snyder.—J. S. W.

Sayre, Okla.—The Sayre Mill & Eltr. Co. incorporated, \$30,000 capital. Incorporators, J. A. Faris, of Yukon; J. M. Pratt and J. M. Faris, of Sayre.

PACIFIC COAST.

Portland, Ore.—San Francisco millers are buying wheat at Puget Sound ports and shipping it to their plants, being unable to get enough at home to meet current requirements.—T.

Cheney, Wash.—The Farmers' Grain & Supply Co., of Spokane, intends building a 30,000-bu. warehouse at Cheney. The company was recently organized with \$50,000 capital and has warehouses at Davenport and Wilbur.

Portland, Ore.—At the regular meeting of the Board of Trade Nov. 2 it was resolved to urge the enactment of the revised Elkins bill, providing upon the full hearing of all parties in interest to determine what change shall be made in rate or practice found to be unreasonable or discriminative, etc.

Port Costa, Cal.—The grain which was owned by Eppinger & Co., San Francisco, and stored in their warehouses at Port Costa, has been weighed as sold, and instead of about 40,000 tons, which were alleged to be in the warehouses, but 4,700 tons were found. Photographs and diagrams of the pile of wheat have been taken.

Nezperce, Idaho.—The Farmers' Grain Co., which owns the grain tramway east of Nezperce, is attempting to have the number of directors changed from 11 to 5 and is under the impression that \$15,000 worth of stock, formerly held by the First National bank, has been bot up by one of the line houses which have been trying to gain control of the tramway. It is known that the company has been doing business, at a loss since it was organized 2 years ago.

PACIFIC COAST LETTER.

T. Cary Friedlander, sec'y. of San Francisco Merchants' Exchange, has been nominated by the Democrats for Supervisor.

San Francisco, Cal.—John Ryan has taken over the extensive weighing business of Chas. S. Kimball, recently deceased.

San Francisco, Cal.—At a meeting of the grain trade, Merchants' Exchange, Oct. 29, the grain standards for 1903 were adopted.

San Francisco, Cal.—Hasclacher & Kahn, grain dealers and warehousemen of Oakdale, Cal., have opened offices at San Francisco.

San Francisco, Cal.—The macaroni factory, barley mills and warehouse of A. B.

Maynard were recently burned. The property was fully covered by insurance.

Henry J. Crocker, member of the San Francisco Merchants' Exchange and prominent in public affairs in this state, has been nominated by the Republicans for Mayor.

San Francisco, Cal.—Aubrey Fair, who for years has been connected with the Stockton Milling Co., and for the past nine years has managed their agencies in the Orient, has severed his connection with that firm.

Portland, Ore.—The steamer South Portland, from Astoria for San Francisco, with a cargo of grain consigned to San Francisco dealers, struck a rock on the Oregon coast and sank almost immediately. Many passengers and part of crew were drowned, and ship and cargo are a total loss.

San Francisco, Cal.—Cash barley is firm for limited amounts. The stock in state is some 75,000 bus. more than this time last year. Barley futures rule very high, and the market is steady with light fluctuations. Very little doing in spot or future wheat, and business will probably continue to be dull until exporting to Europe again becomes active.

San Francisco, Cal.—Very little doing in charters—only one or two ships being loaded for Europe. The general charter situation continues dull and depressed, and will probably remain so until California and Liverpool grain values meet within a range where it will pay local exporters to ship. Until then, there will be no hope for any substantial improvement in the charter situation. The number of disengaged ships in the harbor is unwieldy. Vessels have offered to take barley at 12.6 and wheat stiffening at 11.3, but even at these figures shippers refuse to load. Many grain carriers are preparing to leave here in ballast, without cargoes, rather than accept such unprecedented low rates.—R. E. W.

PENNSYLVANIA.

Delta, Pa.—J. R. Ransey will build a 10,000-bu. eltr.

Reading, Pa.—The Wertz Milling Co. has completed the addition to its storehouse which will be used as an eltr.

Philadelphia, Pa.—Bernard Henderson, of Henderson & Greenwood, grain dealers of London, Eng., visited Philadelphia recently, and was the guest on 'Change of Hancock & Co.

Philadelphia, Pa.—The terminal warehouse and eltr. belonging to the B. & O. Ry., with about 3,500 barrels of flour, 2,475 bus. of corn, 12,170 bus. of oats and 6,987 bus. of rye, and the flour and feed mill of Woodward & Sons burned Oct. 30. The loss on the eltr. is \$200,000 and on the flour and feed mill \$10,000; both fully insured.

Pittsburg, Pa.—The Detroit Board of Trade occupies a fine modern 12-story office building, the Peoria Board of Trade occupies a building of its own and the Indianapolis Board of Trade is about to contract for a handsome up-to-date building on the site of its present building, but the Pittsburg Flour and Grain Exchange has not yet decided what kind of a building it is willing to lend its name to.—G. M.

Pittsburg, Pa.—Hardman & Heck have started in the grain, hay and feed busi-

ness. C. M. Hardman was a member of the firm of J. W. Smith & Co. for 10 years. Mr. D. V. Heck was with D. G. Stewart, and is interested in the grain and milling business at several Ohio points. Particular attention will be given to ear corn. The firm will buy, handle on commission, and ship to eastern interior points.

Pittsburg, Pa.—The ground on which is located the large warehouse of the Keystone Commercial Co. has been sold to the Wabash Railroad for its terminal and 44 large warehouses, some of them eight stories high, are being built for the Keystone Commercial Co., and the River & Railroad Terminal Co., on the Monongahela river. The new plant will include river and railroad transfer facilities for grain and all other commodities. The buildings are expected to be ready July 1, 1904.

SOUTHEAST.

Huntington, W. V.—Gwinn Bros. & Co. are building a 75,000-bu. eltr. and 400-barrel flour mill.

Birmingham, Ala.—The De Masters Grain & Feed Co., of Huntsville, will move to Birmingham.—T.

Birmingham, Ala.—The plant of the Alabama Mill & Eltr. Co. has been rebuilt and will handle, as before, everything in grain, hay and feed stuffs. The company has leased the Enslen Mills and will operate them. The officers of the company are, J. Allen Durham, pres.; A. D. Cecil, treas. and C. R. Trousdale, mgr.

SOUTHWEST.

New Orleans, La.—The Board of Trade admitted 25 new members Nov. 5.—T.

Arkadelphia, Ark.—Adams Bros. & Co. have let the contract for a \$7,500 eltr.

New Orleans, La.—We could not for a moment think of giving up the Grain Dealers Journal. It is a necessity.—Wm. H. Matthews & Bro.

The smaller receipts of rice at the markets this season than last bear out the claim of the growers that the crop is not as large as the earlier reports estimated.

Pine Bluff, Ark.—T. H. Bunch, of Little Rock, has bot the plant of the Pine Bluff Mill & Eltr. Co., which he will overhaul and expects to have in operation in less than 3 months.

New Orleans, La.—During October 1, 216,000 bus. of wheat were exported from New Orleans; compared with 1,607,172 bus. for October last year, as reported by R. McMillan, chief inspector of the New Orleans Board of Trade.

New Orleans, La.—The new rules of the Board of Trade provide for a commission charge of $\frac{3}{8}$ cent per bu. on grain futures. On contracts for the delivery of wheat, a tender of No. 1 red winter wheat, No. 2 red winter wheat, No. 1 northern spring wheat, No. 1 hard winter wheat or No. 2 hard winter wheat in such proportions as may be convenient to the seller, subject, however, to the provisions of the rule relative to warehouse receipts, shall be deemed a valid tender. On contracts for the delivery of oats, a tender of No. 2 white oats or No. 2 mixed oats, in such proportions as may be convenient to the seller, subject, however, to the provisions of the rule relative to warehouse receipts, shall be deemed valid. On

contracts for the delivery of corn, a tender of No. 2 mixed corn, No. 2 yellow corn or No. 2 white corn in such proportions as may be convenient to the seller shall be deemed a valid tender. The foregoing rules have been proposed by the grain committee and probably will be adopted without change.

NEW ORLEANS LETTER.

Prices are still too high for a heavy movement of wheat from this port.

The export trade in corn has not yet begun this season, and only one or two small shipments of new corn have been seen in the city.

The first corn to be inspected by the Board of Trade inspection department came in Nov. 5. It consisted of only one car, and was graded No. 3 high mixed new.

The membership of the Board of Trade is now 605, and many of the new members are representatives of the largest grain commission houses in the country. Therefore, it is thought that a moderate amount of trading will be seen around the pit from the start.

Owing to the expiration of the lease held on its old quarters and to the fact that its new quarters in the Hibernia Bank & Trust building were not in readiness, the Maritime & Merchants Exchange has been obliged to accept the offer of the Stock Exchange to share its trading floor.

The export trade in wheat continues dull. Exporters claim that one firm is doing all the business because of an inside hold on freight rates, and is thereby able to undersell competitors and get nearer to the views of European importers as to the prices they should pay for American wheat. Exporters also complain that railroads are unable to haul any quantity of grain from the country because they are not well enough equipped with locomotives. The railroads have plenty of cars, but have not sufficient motive power to haul them.

On the Board of Trade and among the grain men of the city in general the chief topic of conversation is the proposed establishment of a grain future department by the Board. Secretary Muller said today that if the plans of the grain committee and the officers are successfully carried out the department will be working soon after Dec. 1. It was thought for some time that the department would not be instituted until the first of the year, but the committees in charge of the various preliminaries have been working hard and in a short time the rules will be submitted to the board of directors for approval.

The officers of the Board of Trade are planning a gigantic "smoker" to be patterned somewhat after the banquet earlier in the year which was the most successful affair of its kind ever given in the south. The "smoker" will probably be given during the latter end of the month and just before the establishment of trading in contracts for the future delivery of grain. Between 700 and 800 invitations will probably be issued, and, as the Board of Trade members know how to entertain, the affair will probably be as successful in its way as was the banquet. The only object of the smoker will be to bring the members into closer acquaintance with each other.—A. J. M.

TENNESSEE

Nashville, Tenn.—John A. Jackson has opened a grain and flour brokerage office.

Memphis, Tenn.—Davis & Andrews have contracted with Henderson & Friedline for a 20,000-bu. eltr. addition to their corn mill.

Memphis, Tenn.—The Merchants Warehouse & Eltr. Co. is operating the new 40,000-bu. eltr. built by Henderson & Friedline for the W. B. Mallory & Sons Co.

Nashville, Tenn.—Feedstuffs are in heavy demand in Tennessee, as the drouth killed the pastures a month earlier than usual. The fall wheat seeding also has been delayed.

Nashville, Tenn.—A shipment of 30 carloads of broom corn has been received by J. S. Cooley & Co., which was purchased in Oklahoma and western states. Nothing but the Tennessee brush is handled usually and this will be held in storage and distributed to manufacturers as a demand is created.

TEXAS.

Galveston, Tex.—The strike of grain handlers is about over.

Lockhart, Tex.—D. Josephs, grain dealer, has made a general assignment.—J. S. W.

Texarkana, Tex.—The eltr. of the Arkansas & Texas Grain Co. burned Oct. 25. Loss, \$6,000; no insurance.

Houston, Tex.—The Texas Railroad Commission will hold a hearing, Nov. 12, on the application of the Commercial Club for a revision of the rates on rice.

Fort Worth, Tex.—An expert accountant selected by the Interstate Commerce Commission has been going over the books of the J. Rosenbaum Grain Co. to check up its traffic relations with the Rock Island road.

Texas City, Tex.—The Texas City Terminal Co. has let the contract for a 500,000-bu. fireproof eltr. to the Barnett & Record Co. The working house will be of brick and steel and the storage will consist of 15 circular tanks of tile construction.

Houston, Tex.—Growers and dealers have held several meetings recently with a view to organizing a rice exchange. Finally it has been decided to conduct the rice business on the Cotton Exchange, which has accordingly changed its name to Rice and Cotton Exchange.

Austin, Tex.—The Gregorys, formerly of Hillsboro, who have been doing business as the Hillsboro Brokerage Co., the Austin Brokerage Co., and the Capital City Brokerage Co., now have adopted the name of Gregory Bros. Many dealers know this concern to their sorrow.

Galveston, Tex.—The grain exports from Galveston since September 1 have amounted to 5,238,631 bus. of wheat and 404,743 bus. of corn; compared with 4,480,680 bus. of wheat and 23,315 bus. of corn for the corresponding period of last year, as reported by C. McD. Robinson, chief inspector of the Board of Trade.

At the various farmers' conventions held in the state it has developed that the grain area will be largely increased and with a favorable season next year Texas will have the largest grain crop in its history. The fact that Oklahoma and Indian Territory are getting scared over the

boll weevil will also largely increase their acreage in grain and will make the grain crop of the southwest an immense one.—J. S. W.

Fort Worth, Tex.—The injunction of the J. Rosenbaum Grain Co. against the Railway Commission of Texas, to stop its order for the Rock Island to cancel its contract with the J. Rosenbaum Grain Co., was perpetuated by the United States Court and has been appealed by the Commission to the Court of Appeals at New Orleans. The commissioners state that they will take the case to the United States Supreme Court. The lower court decided that the matter was an interstate one and the Texas Commission has no jurisdiction.

Dallas, Tex.—At the boll weevil convention, held Nov. 5, between 1,000 and 1,500 delegates were present and were addressed by Secy. Wilson of the United States Agricultural Department, and other experts in agriculture. It was decided to make the convention a permanent organization and to make application to the government for a liberal appropriation to fight the boll weevil, the convention's executive committee to distribute pamphlets and other literature on methods of prevention in the meantime.

WISCONSIN.

Luck, Wis.—Pederson Bros. have completed their new eltr.

Plainfield, Wis.—The plant of Leonard Starks burned recently. No insurance.

Neenah, Wis.—The Wisconsin Central Ry. Co. intends building 3 eltrs. at Neenah.

Randolph, Wis.—The Wisconsin Malt & Grain Co. is building an eltr. at Randolph.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling higher since their recent drop to \$400.

Superior, Wis.—The rebuilding of the wrecked cement tanks of the Peavey Co. has been done with care and slowly. The work is now about done.

Milwaukee, Wis.—The Daisy Roller Mill Co. recently removed one of its eltrs., which is 100 ft. high, on a scow from its former location to Washington street.

Milwaukee, Wis.—The effect of the new rule of the Chamber of Commerce is to limit the reduced commission of 1-16-cent per bu. to members of the Milwaukee and Chicago exchanges.

Superior, Wis.—The assessment of the grain in the eltrs. at \$185,000 by the board of review, contrary to the protests by the attorneys of the Globe, Terminal and Great Northern Eltr. Co.'s, will avail the tax collectors nothing, since the courts have decided that grain in transit is not taxable. The most recent decision on this point was rendered a few months ago in Will County, Ill.

Milwaukee, Wis.—Karger Bros. are said to be ignoring the regular eltr. men of the state and buying direct from the growers. They have established scoop-shovel shippers at some stations which are well provided with eltr. facilities, and also have their scooping agents drive into the country to contract the farmers' grain. Have they placed a scooper at your station?

Milwaukee, Wis.—The Grain Dealers Advocate is the title of a neat 4-page monthly bulletin, the first number of

which made its appearance Nov. 1. This bulletin will be issued regularly by the Wisconsin Grain Shippers Assn. to disseminate information bearing on assn. work, and will be mailed free of expense to every regular grain dealer in the state by the secy., G. C. Julius Spoerri, 49 Mitchell bldg., Milwaukee.

Milwaukee, Wis.—The Chamber of Commerce voted, Nov. 5, to adopt the recommendations of the special committee that no trading for future delivery be done earlier than 9:30 or later than 1:30, or on Saturdays after 12:15, and also to limit the reduced commission of 1-16-cent per bu. to members of exchanges that require their regular warehousemen to give bonds. Whether the members will live up to these recommendations remains to be seen. As the close is 15 minutes later each day than at Chicago, Milwaukee still retains a part of its advantage; and, as usual, will continue the trade in privileges.

Madison, Wis., Nov. 7.—The reduction in the acreage of wheat has been very great, even from last year. The acreage of rye is also slightly less. No material change was shown in barley, while more oats were sown, especially in the northern part of the state. The average yields of the crops per acre were: Wheat, 16½ bus.; rye, 17 bus.; barley, 34 bus.; oats, 35 bus.; buckwheat, 18 bus.; corn, 40 bus.; beans, 15 bus.; peas, 20 bus.; flax seed, 14 bus.; potatoes, 45 bus. The quality of the grain, using 100 to represent a No. 1 product, is: Wheat, 87; rye, 95; barley, 90; oats, 80; buckwheat, 95; corn, 78. Flax seed is raised chiefly in Buffalo, Green Lake, Manitowoc, Pierce, Polk, Racine, St. Croix, and Trempealeau counties. No further crop reports will be issued this season.—John M. True, Secy. State Board of Agriculture.

Milwaukee, Wis.—Frederick Kraus died Oct. 25 after 4 months illness of cancer of the stomach. His death followed that of his old partner, Wm. Faist, by only a few months. Born in Germany, Mr. Kraus came to America in 1849 at the age of 6 and passed his boyhood in Jefferson Co., Wis. His first instructions in the grain business were received when he entered the employ of Jas. A. Bryden, commission merchant at Milwaukee. In 1878 he became a member of the commission firm of Asmuth & Kraus, the name of which was changed to F. Kraus & Co., on the retirement of the former 2 years later. Mr. Kraus organized the Kraus-Merkel Malting Co., and the milling firm of Faist-Kraus & Co., and was the first to introduce the pneumatic malting drum into America. He was a member of the Chamber of Commerce since 1879, has served as alderman and school commissioner, and was a member of several clubs. He is survived by his wife and two daughters.

MILWAUKEE LETTER.

Westby, Wis.—M. Jackson has been succeeded by M. & P. Jackson.

Waupaca, Wis.—J. F. French & Co. have been succeeded by L. Starks Co., of Chicago.

The report is being circulated on 'Change that a belt line project for Milwaukee has been revived.

Waldo, Wis.—E. McIntire, of the old-established firm of Harmon & McIntire, has purchased Fred Fischer's eltr.

Preston, Wis.—Watchorn & Allen, who have a large general store here, are also

selling feed and buying grain for shipment. They have the warehouse formerly used by J. W. House.

F. Wendt & Co. expect to occupy their new eltr. some time this month. It will have a capacity of about 25,000 bus.

Tomah, Wis.—The Grand Rapids Milling Co. is buying grain for shipment from this station, Sparta, and New Lisbon.

Mauston, Wis.—R. S. Joslin is buying clover and other field seeds for shipment, but has no facilities for handling grain.

Henry Shackell, a member of the Chamber of Commerce, and general mgr. of the Grand Trunk Ry., died Oct. 26 of cerebral hemorrhage.

Wausaukee, Wis.—Bird & Wells have decided to build a modern warehouse for grain and mill stuffs in place of the one they now occupy.

Westfield, Wis.—J. O. Caves, who has been in the grain business here since '96, is understood to be buying on joint account for L. Starks.

At a special meeting of the board of directors of the Chamber of Commerce John T. Murphy and E. P. Mueller were elected to membership.

Geo. Shepard has entirely recovered from the effect of his fall, except for an occasional feeling of vertigo. Robt. Eliot is also rapidly improving.

Berlin, Wis.—C. S. Morris has rented the eltr. of the Milwaukee road at this station, which will be repaired and put in shape for handling grain.

Receivers here have been engaged in securing exact information regarding switching charges in other terminals, so as to be able to present their case effectively to the railroad companies.

Plainfield, Wis.—The stations on the Wisconsin Central road at which L. Starks is buying grain are managed from here by J. A. Blair, and the business is kept separate from that of the L. Starks Co., of Chicago.

Albert G. Hayden, who has been established in the commission business here for many years, was taken suddenly ill while transacting business in the Marine Bank and fell heavily to the floor. His condition is not regarded as serious.

Within one year every carferry line touching at Milwaukee will have rail terminal and dockage on the Menomonee river. The terminals will be owned by the C. M. & St. P. Ry. Co., which will do all the carferry switching in the city for the C. & N. W. and Wis. Central roads.

The building committee of the American Malting Co. will let contracts for the new buildings at South Water and Park streets, which are to replace those which burned. About \$250,000 is to be expended, the most expensive building being a solid brick eltr. with a capacity of 500,000 bus.

Members of the Chamber of Commerce having offices on the main corridor are protesting against the erection of telegraph booths, which obstruct the passageway and are detrimental to their rights as tenants. It is not believed that the Central Investment Co., which owns the building, will persevere in this plan to gain more revenue.

Outside maltsters are making heavy purchases of low-grade barley of the kind that is largely sold for "feed" on track bids, as they are looking for weight and plumpness without regard to color. Dealers having such barley to handle will

do well to send samples to the leading markets within reach of them and obtain quotations on it.—T.

A Country Dealer's Office.

Country grain dealers are building better elevators and better offices as the business ages, and today it is no uncommon thing to find a country elevator man having an office which is not only comfortable, but bordering on the luxurious.

Herewith we reproduce a view of the grain office of O. S. Skinner, which is located on the C. & A. R. R., at Stanford, Ill. His seriousness is accounted for by the fact that his caller is none other than W. H. Magoon, representing Van Ness & Wilson, of Chicago.

May the grain dealers all prosper and be



O. S. Skinner's Grain Office, Stanford, Ill.

able to provide comfortable quarters in which to do business.

One firm at Fairfield, Ill., is said to have purchased last year 202,000 bus. of red top seed.

A receiver was appointed for D. Landreth & Sons, of Philadelphia, Pa., Nov. 7. The firm is one of the oldest seed houses in the country. Liabilities, \$150,000; assets much less.

Receipts of clover seed are at last falling off. December receipts are always smaller than the November, and probably will be this season. Toledo has been the high market and attracted seed more freely than last year, when outside dealers were hungry and caught the buying fever before most of our local dealers. Dealers here now long and friendly to the bull side, thinking the rush is about over and that the crop will prove to be a short one. Last year the November receipts were the largest of the season, being 21,400 bags, but down to 10,000 in December. Two years ago October receipts were 31,800 bags; down to 19,300 in November, and only 8,000 in December. October receipts this year were very large, being 40,500 bags. It looks now as if the November receipts would be less than 20,000 bags. Fresh shipments are much smaller. We have only half as much coming as a week ago.—C. A. King & Co.

Seeds

During the week ending Nov. 6 Baltimore exported 1,415 bus. of timothy seed.

During October Toledo received 40,434 bags of clover seed; compared with 18,089 bags for October last year. Shipments amounted to 2,525 bags; compared with 1,945 bags for October, 1902.

Clover seed receipts at Toledo for the week ending Nov. 7 were 7,069 bags, compared with 8,000 bags for the corresponding week of 1902. Receipts for the season have been 64,000 bags, compared with 43,800 bags for last season. Clover seed shipments for the week ending Nov. 7

were 1,224 bags, compared with 1,500 bags for the corresponding week of 1902. Shipments for the season have been 8,930 bags, compared with 8,000 bags for last season.

The stock of clover seed in Toledo is rather large, somewhere around 55,000 bags, none of which was carried over from last year. A year ago there was about the same amount here. The larger part of the stock here is owned by the seed men, and we doubt if much of it is hedged with sales of futures. Quite a little seed is held here for outside dealers, some of whom are in the East, and some in the seed producing states.—J. F. Zahm & Co.

Seed receipts at Chicago for the week ending Nov. 7 were 1,779,926 pounds of timothy seed, 122,555 pounds of clover seed, 538,255 pounds of other grass seed, and 177,265 bus. of flax seed; compared with 2,139,330 pounds of timothy seed, 522,640 pounds of clover seed, 590,700 pounds of other grass seed, and 193,200 bus. of flax seed for the corresponding week of 1902. Shipments for the week ending Nov. 7, were: Timothy seed, 673,090 pounds; clover seed, 120,300 pounds; other seed, 612,440 pounds; flax seed, 5,140 bus.; compared with 646,572 pounds of timothy seed, 33,464 pounds of clover seed, 165,684 pounds of other grass seed, and 14,213 bus. of flax seed for the corresponding week of last year.

Patents Granted

Kerosene engine. No. 743,097. Geo. A. Phail, Flushing, N. Y.

Seed corn sorter. No. 742,785. Levi P. Graham, Decatur, Ill.

Gas engine. No. 743,064. Edward N. Dickerson, Stovall, N. C.

Explosive engine. No. 743,332. Middleton H. Roberts, Rolfe, Ia.

Rotary explosive engine. No. 743,230. Grant C. Blaisdell, Towanda, Pa.

Internal combustion engine. No. 742,493. Louis Roedel, Passaic, N. J.

Carbureter for explosion engines. No.

tating hopper, the contents of each of which is weighed separately on the scale beam.

Car mover. No. 742,157. (see cut.) Norman E. Bunting, Marion, Ia. A bar with a laterally level surface has a curved heel supported by a shoe which slides forward as the bar is advanced, the shoe having a calk to prevent its slipping under pressure.

Grain door. No. 742,983. (see cut.) Frederick Hachmann, St. Paul, Minn., assignor to B. S. Griffin and B. F. Simon, St. Paul. The pair of doors has a double movement, folding on the side pivots and swinging up under the roof on the hangers.

Automatic gas engine starter. No. 742,566. (see cut.) G. S. Billman, Indianapolis, Ind. Geared to the engine is a spring the release of which turns the engine. Extending away from the machine

M. Garland Co., Bay City, Mich. The link comprises two side bars and a cross bar formed integral therewith and having its ends projecting beyond the side bars. In the end of each side bar is a socket having a recess to receive a rib.

Rice polishing machine. No. 742,939. (see cut.) Rosia W. Welch, Baltimore, Md., assignor to Royal Milling & Mfg. Co. The polishing is effected by a series of woven wire disks supported horizontally on a set of skeleton wheels having staggered spokes, rotated by a plurality of vertical shafts. The shell inclosing the disks is provided with a woven wire screen conforming to and spaced from their peripheries.

Storage bin. No. 742,873. (see cut.) Jas. A. Jamieson, Montreal, Que. The cylindrical bin is supported by a series of vertical columns extending from the bottom to the top of the bin; these stiffening columns having recesses longitudinally into which are sprung wedge-like keys of channel cross section, securing the wall plates to the columns. The groups of 4 bins are secured together by diagonal walls and tie bars.

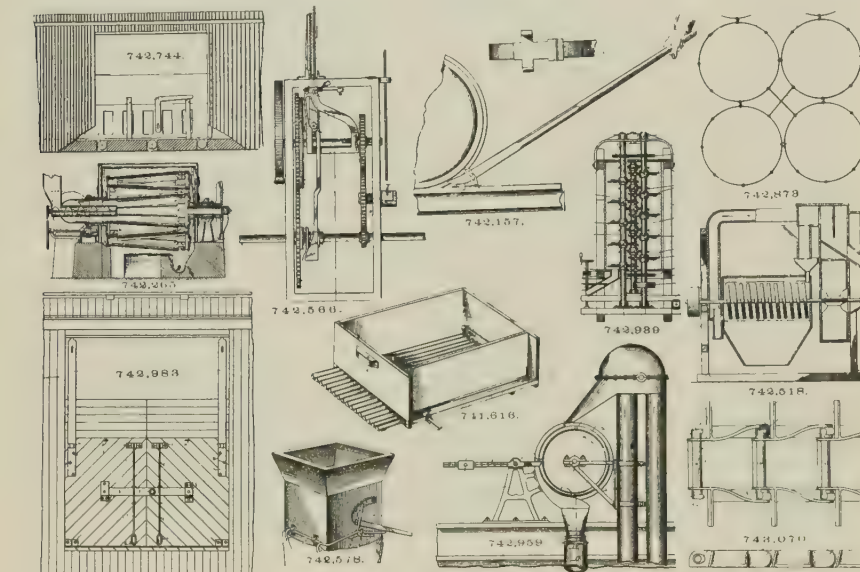
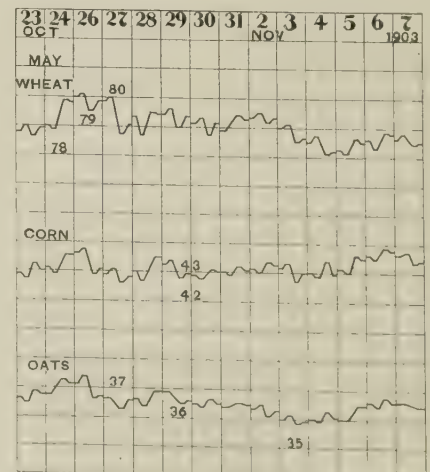
Grain scourer and cleaner. No. 742,518. (see cut.) Columbus Stone, Manchester, Tenn. The spouts of a vertical fan casing discharge in diametrically opposite directions and have a shiftable closure. A horizontal top piece constitutes the upper wall of the spouts and supports the separating chambers. The separating chambers are connected by wind trunks with the intake of the fan case and the intake and outlet of the scouring device.

A gas engine of 3,000 h. p. will be one of the exhibits at the St. Louis world's fair.

Exports of breadstuffs for the 9 months prior to Oct. 1, as reported by O. P. Austin, chief of the bureau of statistics, were: Wheat, 54,855,877 bus.; corn, 73,603,686 bus.; oats, 1,202,986 bus.; rye, 2,623,214 bus.; barley, 4,520,873 bus.; compared with 95,213,194 bus. of wheat; 6,788,204 bus. of corn; 588,019 bus. of oats; 2,928,172 bus. of rye and 5,593,065 bus. of barley for the corresponding period of last year.

Chicago Prices

The opening, high, low, and closing quotations on wheat, corn, and oats for the May delivery at Chicago for two weeks prior to Nov. 9 are given on the chart herewith.



742,920. Frederick H. Smith, Datchet, Eng.

Mixer for hydrocarbon engines. No. 742,774. Chauncey C. Chamberlain, Ionia, Mich.

Gasoline engine. No. 742,184. Roland R. Gaskill, Hennessy, Okla., assignor of one-half to Louis F. Bishoff, Hennessy.

Sparkling coil for gas engines. No. 743,405. Elliott J. Stoddard, Detroit, Mich., assignor to Chas. F. Burton, trustee, Detroit.

Speed regulator for kerosene oil engines. No. 742,651. Feodor C. Hirsch, New York, assignor to Abbott A. Low, Horseshoe, N. Y.

Internal combustion engine. No. 742,799. Oscar P. Ostergren, New York, N. Y., assignor to Fuel Oil Power Co., District of Columbia.

Ignition device for explosive engines. No. 743,327. Wolcott Remington, Stamford, Conn., assignor to International Power Vehicle Co.

Gas engine. No. 742,820. Edwin E. Arnold, Pittsburg, and Alexander T. Kasley, Wilkesburg, Pa., assignors to the Westinghouse Machine Co.

Grain meter. No. 742,959. (see cut.) John S. Blakely, Kansas City, Mo. The grain from the head of the elevator is fed into the successive compartments of a ro-

is a rod whereby the gear may be moved out of mesh.

Grain car door. No. 742,744. (see cut.) Cordilleras L. Robbins, Pekin, Ill. The groove in the sill containing the rollers on which the door slides is closed by a strip when the door is open. The lower part of the door contains a sliding gate having several openings.

Grain sorter or separator. No. 741,616. (see cut.) Francis L. Black, Sidney, Ill. The bottom of the receptacle is made of slats beveled along their upper edges and arranged in planes to form V-shaped channels. The bottom is adjustable to regulate the spaces between the slats.

Bag holder. No. 742,578. (see cut.) Paul Brown, Dayton, S. D. On either side of a vertically arranged chute are rock shafts operating the bag-securing fingers. The curved lever operating the shafts also operates to close the cut-off when the fingers are in releasing position.

Drier. No. 742,265. (see cut.) Robert F. Wentz, Nazareth, Pa. A series of concentric, tapering, cone-like chambers, forms, by the connecting of the smaller ends with the adjacent large ends; a continuous passageway, constantly widening for the air and constantly narrowing for the material.

Conveyor chain. No. 743,070. (see cut.) Michael Garland, assignor to the

A Properly Conducted Association.

A properly conducted Grain Dealers Assn. is a means of education to the grain trade. For years, unbusinesslike and unprofitable methods have prevailed, so that to overcome them dealers must be educated in the more modern methods and eliminate such bad practices as loaning bags, free storage, giving the raise of the market, advancing money, fighting your competitor, paying the same price for all grain irrespective of its grade, and other similar burdens.

Beside this class of work which applies directly to your business and results in

proper weighing supervision and keeping a record of dilapidated cars, broken seals, etc., then bring sufficient pressure to bear by the Affiliated Assns. to have the matter corrected.

All honest commission firms will welcome such a movement, as it exonerates them of such suspicions. Recently we were in receipt of a communication from a Cincinnati firm complimenting us on our efforts to have improved weighing facilities established in Buffalo and requesting us, as soon as the opportunity presented itself, to make a similar effort in their market. Evidently they had some kicks on out turn weights and desired, by the assistance of our organization, to have a system in force that would give the coun-

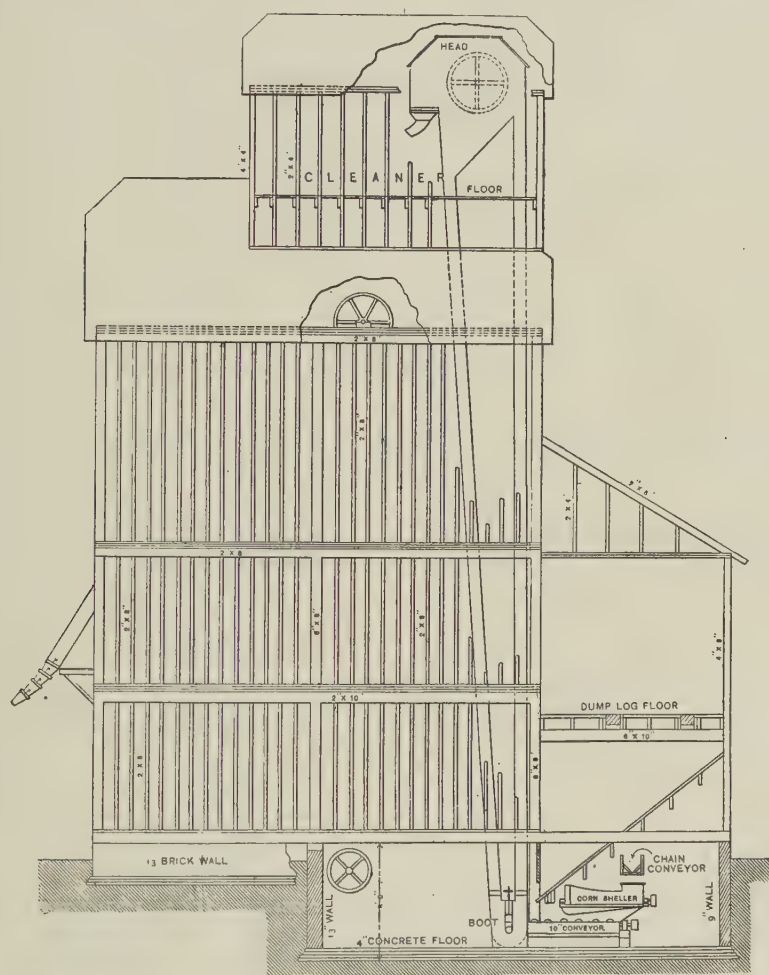
Plan of Country Elevator.

A country elevator in designing which an attempt has been made to avoid all waste room, and to place the machinery in such a manner as to enable each part to operate most efficiently is shown in the engravings given herewith, reproducing the plan of the main floor, and the elevation and section of the house built last year at Bruce, Ill., for the B. S. Tyler Grain Co. A similar plant is now being completed for J. C. Boyce at Mt. Zion, Ill., by J. H. Meyer.

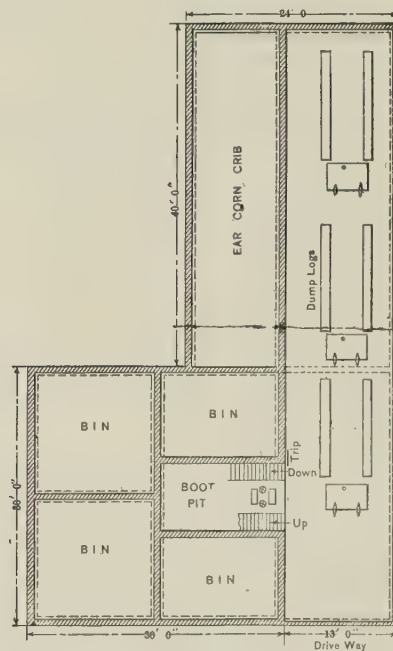
Three dumps are provided, one of them discharging directly into the elevator boot, the other two by means of a conveyor and chain into the corn sheller in the same pit with the boot. A screw conveyor feeds from the sheller to the elevator boot. The ample fall from the dump floor to the elevator boot is obtained by excavating a large pit, the floor of which is 4 inches of concrete.

Adjoining the main building is an ear corn crib, also available for oats, 40x24 and 22 ft. high. This is emptied by the chain drag under the dumps. The part of the main building occupied by the 5 bins is 30 ft. square, the driveway adding 13 ft. to its width.

The foundation walls are of stone and



Elevation and Sectional Plan of Country Elevator.



Floor Plan.

increased profits, we are continually working to discover where and how remedies can be made in terminal weights and grades, so that shortages will not be so frequent. Improvements in this line are worth thousands of dollars to country grain dealers. Note the results in the St. Louis market and what is yet required. Only a strong organized effort can bring about the needed improvements.

These conditions are also prevalent in other markets. Memphis, for instance, is in need of these reforms. The country shippers will hardly get all that is due them in their out turns, unless different weighing methods are employed. Some country dealers attribute unsatisfactory weights to the dishonesty of their commission firms; as a rule, this is an error and injustice, for the day of dishonest commission firms is fast passing. Lay the blame in the proper place, i. e., lack of

try shipper correct weights and the receiver protection.—S. B. Sampson, Secy. of the Indiana Assn.

What was the American Society of Equity doing during the recent 7-cent break in the wheat market?

Exports of broom corn for the 8 months prior to Sept. 1 were valued at \$131,670, compared with \$103,752 for the same months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

Usually the exporter buys spot wheat—puts it afloat and sells futures against it. But this is a peculiar year, and the exporter not being able to get good spot wheat at seaboard is forced to buy what he would prefer to sell, viz.—futures. He must have something in the wheat line—for his coming necessities.—Pope & Eckhardt Co.

brick, above which is studding. The cupola is just large enuf to contain the head of the elevator and the cleaner. The house is 58 ft. high, and has a capacity of 35,000 bus.

Malt exports for the 8 months prior to Sept. 1 amounted to 257,704 bus., compared with 289,138 bus. for the corresponding months of last year.

Recently the wheat bear argued that the 640,000,000 of this year's superior crop would "go farther" than the 670,000,000 of last year's damaged crop. But now the same chaps will tell you that the northwestern farmer will not hold his damaged wheat and that the abundance of poor wheat will drag down the price of the good. As a theorist the wheat bear is a hard cuss to beat.—Pope and Eckhardt Co.

Suits— Decisions

When one party by act or declaration renounces a contract the other party has the option of waiting for the contract to mature or to consider the contract canceled.

Carrington, Patten & Co. have brot suit against B. F. Strange, Leroy, Ill., to recover \$10,000 under a grain contract, which it is alleged the latter did not perform.

The Franke Grain Co., of Milwaukee, Wis., has brot suit against the Kemper Grain Co., of Kansas City, Mo., to recover \$953 alleged to be due on a grain transaction.

The suit of Braaflat's estate against the Minneapolis & Northern Elevator Co., for damages for the death of Braaflat in defendant's elevator at Felton, 2 years ago, is being heard at St. Paul. Deceased was caught on the set screw of a shaft.

Attorney-General Sturdevant of Wisconsin has given an opinion to Insurance Commissioner Host that the Eastern Railway Co., of Minnesota, is violating the state insurance laws by taking risks on grain in its steel elevators at Superior.

In foreclosing a lien granted upon crops by the terms of a lease, it is competent for a court of equity to refuse to retain more of the crops than are necessary to discharge the amount due.—*Momrich v. Schwartz*. Supreme Court of Nebraska. 96 N. W. 636.

The District Court at Fargo, N. D., decided, Oct. 27, that the plea of gambling is no defense to a suit to recover margins advanced in the purchase of wheat options. The court decided in favor of the John Miller Co., of Duluth, Minn., in its suit against John Kloverstad.

Chas. H. Risley has brot suit against the D. Rothschild Grain Co., Davenport, Ia., to recover \$10,000 damages for injuries received while in the employ of the company. While walking in the company's elevator his foot was caught by a shaft, breaking his leg in 2 places, it is alleged.

The court of last resort in New York has decided against the Howard Iron Works in its suit against the Buffalo Elevating Co. to recover \$900, part of the contract price for machinery intended to regulate the movements of two elevator towers, and which the elevating company claims was worthless.

The Johnstone-Menish Co. has brot suit against the Grand Trunk Elevator Co., Port Huron, Mich., to recover \$20,000 damages, alleging that the \$10,000 for constructing the annex to the elevator and \$10,000 advanced for repairs by J. E. Botsford & Co., have been assigned to the plaintiff.

Louis Schreiber, grain dealer of Otis, Rush Co., Kan., will bring suit against the Missouri Pacific R. R. for damages for failure to furnish him cars. He has asked the Kansas railroad commissioners to certify when he first made his complaint. No action can be successful without the approval of the commission.

Adams County, Neb., has appealed to the Supreme Court in the tax suit against

the Kansas City & Omaha R. R., in which the District Court held that two elevators at Pauline and Le Roy, owned by the road, are a part of its personal property. The company desires to have its elevators assessed by the state board of equalization.

"Notwithstanding the parties to a chattel mortgage have stipulated therein for the foreclosure and sale of the mortgaged property by advertisement in the manner authorized by statute, a court of equity has jurisdiction to entertain an action thereon, and adjudicate the respective rights of the parties in such action. The statutory method of foreclosure is not exclusive." *Meeker v. Waldron* (Neb.) 87 N. W. 539.

The decision of the circuit court of St. Clair Co., in favor of the administrator of the estate of J. Storrie and against the Grand Trunk Elevator Co., has been reversed by the Supreme Court of Michigan because the lower court erroneously struck out the testimony of the superintendent of the elevator that he had cautioned Storrie not to stand under the gate that fell upon him, causing his death in 2 months.

Where, in an action by a principal to recover one-half of the proceeds of a sale of tobacco by a cropper, it was alleged that the cropper acted as plaintiff's agent, and had authority to receive payment, it was proper to show the course of dealing between plaintiff and the cropper, tending to establish a general agency on the part of the latter to represent plaintiff in similar transactions.—*Continental Tobacco Co. v. Campbell*. Court of Appeals of Ky. 76 S. W. 125.

The Barnum Grain Co., of Duluth, Minn., has dismissed its suit against the Western Union Telegraph Co., the latter having compromised by paying practically the entire sum demanded. A message intended for the Minnesota Grain Co. was misdelivered to the Barnum Grain Co., and the latter bot 5,000 bus. flaxseed for the sender, who, however, refused to make any response to letters and telegrams confirming the execution of the order. The deal was closed at a loss of 5 cents per bu.

A seller who has been induced by fraud to part with his goods must, if he would reclaim them upon discovery of the fraud, act with reasonable promptitude, and repudiate the contract. The sale, notwithstanding the fraud, stands until the seller repudiates it, and hence affirmative action on his part is necessary in order to avoid it. If he does not elect to disaffirm, the sale remains good, the buyer retaining the goods, and the seller being entitled to the price; but, when he once makes his election, his act is irrevocable, and the status of the title to the goods is fixed.

Plaintiff sold a car load of grain to P. and shipped the same by defendant railroad; drawing on P. for the price, and making payment a prerequisite to the surrender of the bill of lading or to the delivery of the oats. The bankers sent the draft and bill of lading to P., who surrendered the bill to the railroad, but, after examining the oats, refused to accept them, and the draft was returned to plaintiff. The railroad requested both plaintiff and P. to direct the disposition of the oats, which they refused to do, and the same were subsequently sold at a loss to pay freight and storage charges. Held, that the bankers were liable for the amount of the draft, less the freight charges. Having elected to hold the bank-

ers responsible for their negligence in surrendering control over the oats, plaintiff could not recover against the railroad for the conversion.—*Gulf, C. & S. F. Ry. Co. v. North Texas Grain Co.* Court of Civil Appeals of Texas. 74 S. W. 567.

Plaintiff alleged a purchase by him of cotton to be shipped with a draft accompanying a bill of lading; that after the shipment defendant bank purchased the draft, and became the actual owner of the bill of lading and of the cotton which it represented, and thereby undertook to carry out the contract of sale between plaintiff and the consignor; that plaintiff was compelled to pay the draft before the arrival of the cotton; and that when the cotton arrived it was found short weight. Held, that the complaint was demurrable.—*Blasdel & Co. v. White & Co.*, Supreme Court of Texas. 76 S. W. 70.

The knowledge of an agent will not be imputable to his principal when the agent is a nominal agent merely, or acting as to ministerial matters merely, nor when the agent has knowledge of facts in relation to the matter in which he is acting when his interests, or the interests of another for whom he is acting, are adverse to those of the principal. In such cases the law will not presume that the agent communicated the facts within his knowledge to his principal, and the principal does not become chargeable with such knowledge.—*Aetna Indemnity Co. v. Schroeder*. Supreme Court of North Dakota. 95 N. W. 436.

Under the decision of the Supreme Court of Nebraska in the suit of Merrill v. Garver, Sept. 17, it appears that when the buyer of wheat for future delivery is not a miller or dealer in grain, and has not the means to pay for all of the grain, it is a wagering contract and not enforceable. Garver gave his note for his indebtedness to the Floyd Campbell Co., resulting from his purchase of 20,000 bus. of wheat, and suit was brot on the note by Merrill. The court said: The circumstances disclosed by this evidence were such as to make it clear to any reasonable mind that the defendant was simply gambling upon the price of wheat, and was not able to do more than put up the margins required for that purpose.—*Rogers v. Marriott*, 59 Neb. 759, 82 N. W. 21. In view of all previous decisions of the courts that the plea of wagering or gambling by one party cannot void the contract when the other party intends to legitimately receive or deliver the wheat, this decision by the Supreme Court appears to be very bad law. Shall a commission merchant be required to investigate the private affairs of his customer before executing his orders? 96 N. W. 619.

Judgment against E. L. Harper, whose wheat deal went wrong years ago, has been rendered for \$2,500,000 in favor of the receiver of the Fidelity Bank of Cincinnati.

Joseph Firmenich, who founded the glucose industry in America, died recently at Lake Forest, Ill. His first glucose factory was established at Buffalo 15 years ago.

Philippine imports of breadstuffs during the 11 months prior to June 1 were: Wheat, 79 bus.; corn, 78 bus.; oats, 15,290 bus.; barley, 147 bus.; compared with 80 bus. of wheat; 298 bus. of corn; 9,122 bus. of oats and 46,412 bus. of barley, for the corresponding months of 1901-2, as reported by the War Department.

Are You Insured Against Damp Grain?

Nearly everybody is protected by Fire Insurance, but the losses to grain dealers from fire this season will not begin to compare with those occasioned by the heavy rains, which mean wet grain; and wet, heated or fermented grain means loss.

By using a

"PERFECTION" GRAIN DRIER

you can remove all moisture from grain without detriment to its quality or appearance. That's insurance, that's sure!

Don't delay. Write today.

REFERENCES

Babcock & Hopkins, Rensselaer, Ind.
Caldwell, Barr & Co., Earl Park, Ind.
Ross & Ross, Chalmers, Ind.

TWEEDALE & HARVEY

Room 905, 303 Dearborn Street
CHICAGO

The Purchase of the

Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
Midland Elevator Co.	Kansas City
Duff Grain Co.	Nebraska City, Neb.

AND MANY OTHERS.

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

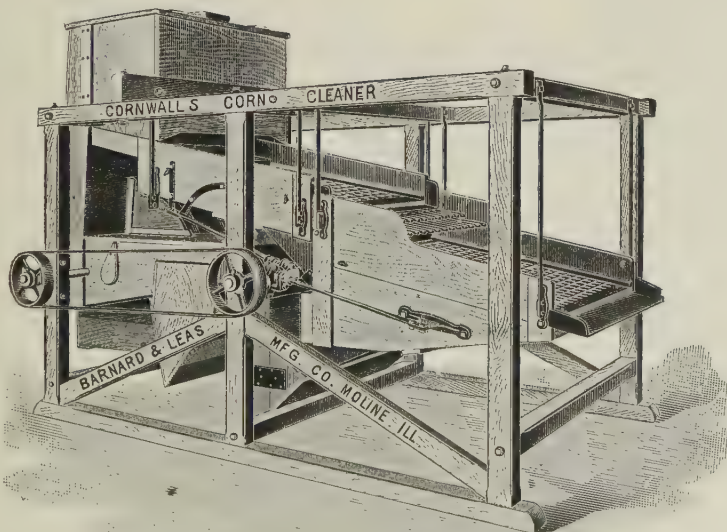
The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$225,000.00.

New book describing the drier free.

Hess Warming & Ventilating Company

707 Tacoma Building ————— Chicago

Get Ready for the New Crop



Install a Cornwall Corn Cleaner
and improve your grades.

This machine was the first of the Shaker Cleaners, and has always been at the head of the procession.

It has valuable features not possessed by any other Cleaner.

Its patent finger sieve will not clog, and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

This feature, together with the row of steel rods between the two parts of the shaker enables it to thoroughly clean the corn in one operation.

Send for circulars and learn more about it.

We also make other Cleaners and a full line of Shellers, while we furnish everything needed in the elevator line.

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY. MOLINE, ILL.

Supply Trade

Advertising is the gentle rain that falls upon the plant and nurtures it.—Judicious Advertising.

The Hart Grain Weigher Co., of Peoria, Ill., has increased its capital stock from \$150,000 to \$250,000.

The Weller Mfg. Co. is about to erect a 1-story and basement brick addition to its extensive shops at Chicago, Ill.

The Allis-Chalmers Co., of Chicago, will exhibit a 5,000-h. p. reciprocating steam engine at the St. Louis World's Fair.

S. G. Neidhart's milling plant and machinery warehouse, at Minneapolis, Minn., was damaged by fire Oct. 23. Loss, \$3,000; insured.

E. Bauder, of Sterling, Ill., has purchased the patent rights covering the Champion car loader of E. H. Reynolds, and will push its sale.

C. M. Seckner & Co. have succeeded The Seckner Co., engineers, Chicago, Ill., and will continue as a partnership the business of erecting grain elevators and factory buildings.

The Sidney Elevator Mfg. Co. has been formed, to succeed the New Era Elevator Co., of Sidney, Ohio, in the manufacture of the New Era Elevator, a passenger lift for grain elevators.

The Universal Pneumatic Transmission Co. has been incorporated under the laws of New Jersey by Harry P. Simonton and others of Chicago, Ill., to transport grain and other commodities thru tubes under ground.

The Farmers' Mill & Grain Co., of Milnor, N. D., has been making big money grinding macaroni wheat, and has given the Allis-Chalmers Co., of Chicago, an order for a very fine steam engine and additional machinery.

The Allis-Chalmers Co., of Chicago, Ill., is establishing a Pacific Coast office at Seattle, Wash., where a complete stock of duplicate parts will be kept to fill rush orders for corn and feed mills and other machinery.

Henderson & Friedline, grain elevator engineers and contractors, of Chicago, Ill., are now making their offices at Lafayette, Ind., while supervising the construction of the large transfer elevator for which they have the contract.

The Spear & Vaughan Co. has been incorporated at Minneapolis, Minn., to operate elevators and deal in mill supplies. The capital stock is \$25,000, and the incorporators are Harry G. Spear, Allan H. Vaughan, and Chapin R. Brackett, all of Minneapolis.

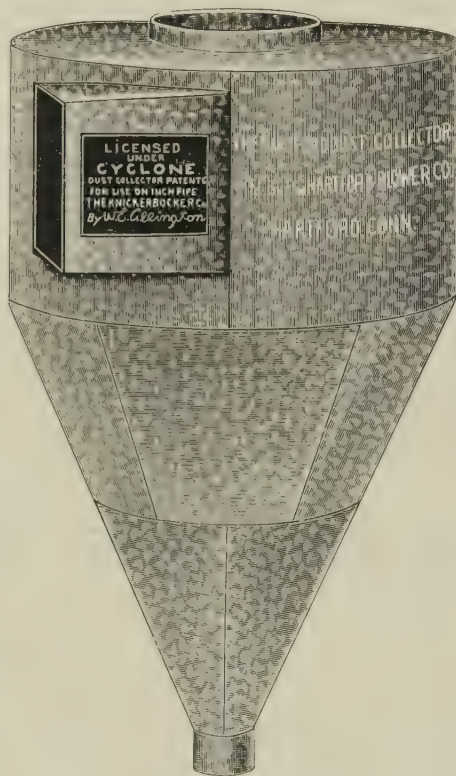
Irving H. Reynolds will shortly retire from the Allis-Chalmers Co. and the duties of chief engineer will be assumed by the engineers in charge of the various departments, these engineers availing themselves of the advice of Edwin Reynolds, consulting engineer of the company.

The Witte Iron Works Co., of Kansas City, Mo., are building a gasoline engine known as the Witte, Jr., in sizes suited to the smallest grain elevators. This little engine is self-contained, is shipped out connected, wired, piped, and requires abso-

lutely no expert service to install. It is necessary only to fill the water and oil tanks. A descriptive circular will be mailed to any grain dealer on application to the company.

The advertiser should not take up advertising as an experiment or as an expense, but as an investment. He should go in to win, following out Ayer's motto, "Keeping everlastingly at it brings success." He should map out an intelligent campaign and not look for miracles or attempt to make a splurge. It is not the spasmodic advertiser that succeeds, but the one who has faith in his goods, faith in his copy, faith in his media and who will "fight it out along this line if it takes all summer."—M. Lee Starke in Printers' Ink.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., of Maroa, Ill., include shipments to Goodrich Bros. Hay & Grain Co., Gaston, Ind.; Philip Smith, Sidney, O.; Miltner & Co., Wichita, Kan.; Weller Mfg. Co., Chicago, Ill.; Goodrich Bros.



Hartford Dust Collector.

Hay & Grain Co., Lynn, Ind.; Hubbs, Lewis & Beggs, Orleans, Ill.; A. C. Plumb, Lyons, Kan.; W. W. Smith & Son, Holyrood, Kan.; Baker & Edmunds, Lorraine, Kan.; L. W. Baker, Maplewood, O.; Steckel Bros., Ellinwood, Kan.; Theodore Fortman, Crosswell, O.; L. F. Ellermeier, Swanton, Neb.; Fox & Hess, Coldwater, O.; Byrnes & Co., St. Mary's, Kan.; J. B. Johnson & Son, Darien, Wis.; Thos. Reilly, St. Marys, Kan.; J. O. Finch & Son, Hedrick, Ind.; Manitowoc Malting Co., Manitowoc, Wis. (3); Fancy Prairie Grain & Coal Co., Fancy Prairie, Ill.; J. F. Sims, Frankfort, Ind.; Kersten & Smiley, Plainfield, Ill.; N. Bentz, Nokomis, Ill.; A. L. Duncan & Son, Seaton, Ill.; Carroll Elevator Co., Decatur, Ind.; Oscar Jones, St. Francisville, Ill.; E. T. O'Hara, Lockbourne, O.; J. H. Snowden, Lerna, Ill., and P. B. & C. C. Miles, La Hogue, Ill.

Duluth received in one day recently 50 cars of macaroni wheat.

The Hartford Dust Collector.

The disposal or quiet disposition of material handled with fans is a problem which presents itself in connection with an exhaust system. As the material leaves the outlet of the fan it is traveling at a high velocity and is closely mingled with the air.

A common method is to blow the material into a room, box, well, or some such arrangement, with the result that there is considerable back pressure on the fan, causing unnecessary consumption of power. Dust escaping with the air in many places is a great inconvenience, defacing walls of buildings, covering roofs, etc., resulting in great damage from fire and increased rate for insurance. In many places it is a serious nuisance.

The Hartford Patent Improved Dust Collector is especially designed for obviating these nuisances, handling all classes of finely divided material of moderate weight, such as shavings, chips, sawdust, lint, leather buffings, dust, meal, corn, oats, seeds, cereals, etc.

It is so designed and constructed that the heavier materials are subjected to the action of centrifugal force and gravity, permitting the escape of the purified air at the top into the atmosphere, delivering the material with a whirling motion out at the bottom of the hopper.

This dust collector has been on the market and in use all over the United States and in foreign countries for years. It is broadly covered by many United States patents, and the Hartford Blower Company are authorized licensees to manufacture, sell, or use these machines.

These machines are manufactured by the Hartford Blower Co., Hartford, Conn. A letter of inquiry to them will bring full particulars. This company also make a specialty of furnishing complete exhaust systems.

Japanese seaports are accumulating wheat and flour in event of war.

An asinine argument of the chronic bull is that corn ought to be bot since it has had a 10-cent break. Oh, fudge.

Exports of beans and peas for the 8 months prior to Sept. 1 amounted to 138,469 bus., compared with 156,447 bus. for the same months of 1902.

The most influential price making factors in the future are the outturn of the Argentine wheat crop and the condition of fall seeding in the United States.

During the month of April Mexico exported 145,312 kilograms of corn and 3 kilograms of wheat, as reported by Miguel M. Irigoyen, chief of the section of statistics.

Imports of rice into the Philippine Islands during the 11 months prior to June 1 amounted to 619,346,630 pounds; compared with 413,186,301 pounds for the corresponding months of 1901-2.

Buckwheat exports for the 8 months prior to Sept. 1 were 30,922 bus., compared with 141,357 bus. for the same months of 1902, as reported by O. P. Austin, chief of the bureau of statistics.

Referring to the visionary schemes of the Society of Equity the Northwest Farmers Review sensibly says: It cannot be made clear how such tactics as these eastern promoters propose can aid the farmer. Sentiment and theory should be cast to the winds. The "trust cure" is the remedy proposed by the wild-eyed dreamer or professional promoter, and will never work in a thousand years.

Books Received

SOIL TREATMENT FOR WHEAT, in rotations, with special reference to southern Illinois soils. Bulletin No. 88 of the University of Illinois Agricultural Experiment Station, by Cyril G. Hopkins, Ph. D., chief in agronomy and chemistry, contains a valuable summary of experiments that have been made in the past few years in Illinois with the systems of rotation and fertilization that have proved so successful elsewhere in enabling the farmer to grow increased crops of wheat, corn and oats in rotation with a legume without exhausting the grain producing capacity of the soil. Illustrated; 31 pages.

MCCORD'S COMPLETE CALCULATOR FOR WHEAT is the title of a new grain table which has just been placed on the market. These tables are for finding the cost of any number of pounds of wheat, from one to one hundred thousand pounds, at a rise of one-quarter of a cent per bu., from 25 cents to \$1.50 per bu., calculating on pounds at the bu. price. This book contains a supplement of 150 pages, giving the freight per bu. at rates from 1 cent to \$1.00 per hundred pounds. It is printed in one color, from plain faced type, and is well bound in flexible leather covers. The book is 11½x12½ inches. It was compiled by Jos. A. McCord and is published by McCord Book Co., Atlanta, Ga. Price \$7.50.

Russian official reports show a wonderful increase in the acreage of all grains compared with 1902. The area of flaxseed, however, has decreased from 4,349,000 to 3,852,000 acres.

To Hay Shippers.

To the Members of the National Hay Association:

An attempt will doubtless be made to get some expression from you regarding the effect of the fifth-class rates on hay, and of the probable result if the order of the Interstate Commerce Commission had been obeyed. I suggest that, unless you are thoroughly familiar with all features of this matter, you refrain from expressing any opinion.

The carriers will want evidence for use before the United States Circuit Court and will probably look to our membership to get it. Very truly yours,

John B. Daish, General Counsel.

Bulls will continue to advance prices for the benefit of the farmer, notwithstanding the objection of the St. Louis Millers Club or the utterances of the Secretary of the Department of Agriculture.

A SHELLER

Which removes all the corn, without breaking the corn and the cob to pieces, and without serious injury to itself, is a profitable investment. Such is the **CHAMPION SHELLER**

—MADE BY—

R. H. McGRATH, LAFAYETTE, IND.



TRIUMPH
POWER

CORN SHELLE

CO. BARTLETT
& Co.
CLEVELAND O.



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



Why don't you inquire about our Seamless Cotton Grain Bags. We can save you money.

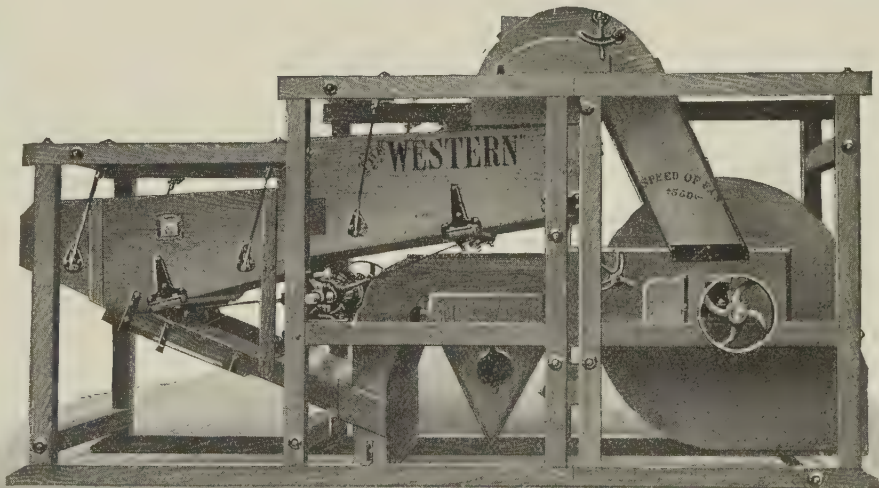
MILWAUKEE BAG CO., - - Milwaukee, Wis.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

MANUFACTURED
BY

UNION IRON WORKS

DECATUR,
ILLINOIS

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

Rapid Construction of a Belt Conveyor Gallery.

On the afternoon of Monday, Sept. 21, 1903, the shipping conveyor gallery in connection with the Southern Pacific Terminal Co.'s Sunset Elevator at Galveston, Texas, took fire from causes as yet unknown, and was totally destroyed, from the end of Wharf "A" to a section of steel gallery close to the elevator. This fireproof portion of the gallery was all that saved the elevator itself from being consumed, as the fire could not get past the tile partition at the outer end of the steel section. The conveyor belts were burned off close up to the automatic fire doors, which worked perfectly, shutting down tight against the belts, as soon as the fire approached, thus preventing its further spread. The total length of gallery destroyed was about 1,400 ft., and with the gallery went all the machinery, belts, two trippers, and three 75 H. P. motors, as well as the greater part of the dock beneath the gallery.

The J. Rosenbaum Grain Co., of Chicago, who operate the house, and John S. Metcalf Co., who built it, were notified by wire, and Mr. Rosenbaum and Mr. Metcalf started for Galveston immediately. They arrived at the site of the fire Wednesday evening, Sept. 23rd, and work was started the next morning on a temporary gallery, to enable the elevator to load boats as soon as possible. This gallery was to extend from the corner of the elevator diagonally across to the wharf, where a tower had to be built from which to load vessels. The total length of gallery to be thus built was about 600 ft., averaging 40 ft. high, with a rise toward the outer end to obtain the height necessary for proper loading of large steamers.

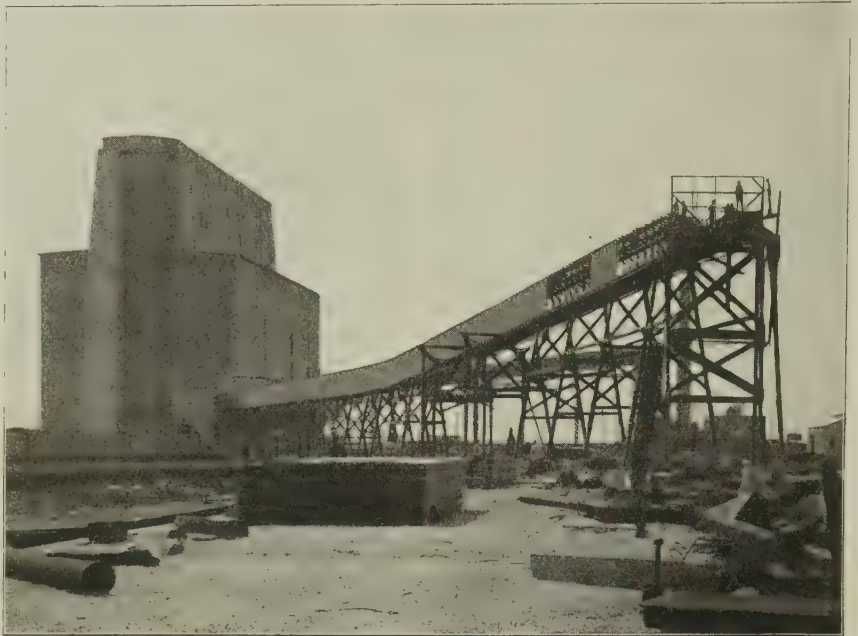
The first cut shows the gallery which

burned, the steel portion being easily distinguished by the forms of the trestle legs.

The second cut shows the work as it stood on Tuesday, Sept. 29th, six days after work started. All the trestle legs

are in place, and everything is ready to load again. The few finishing touches necessary to complete the siding and roof do not interfere with the operation of the conveyor.

The last picture shows the temporary



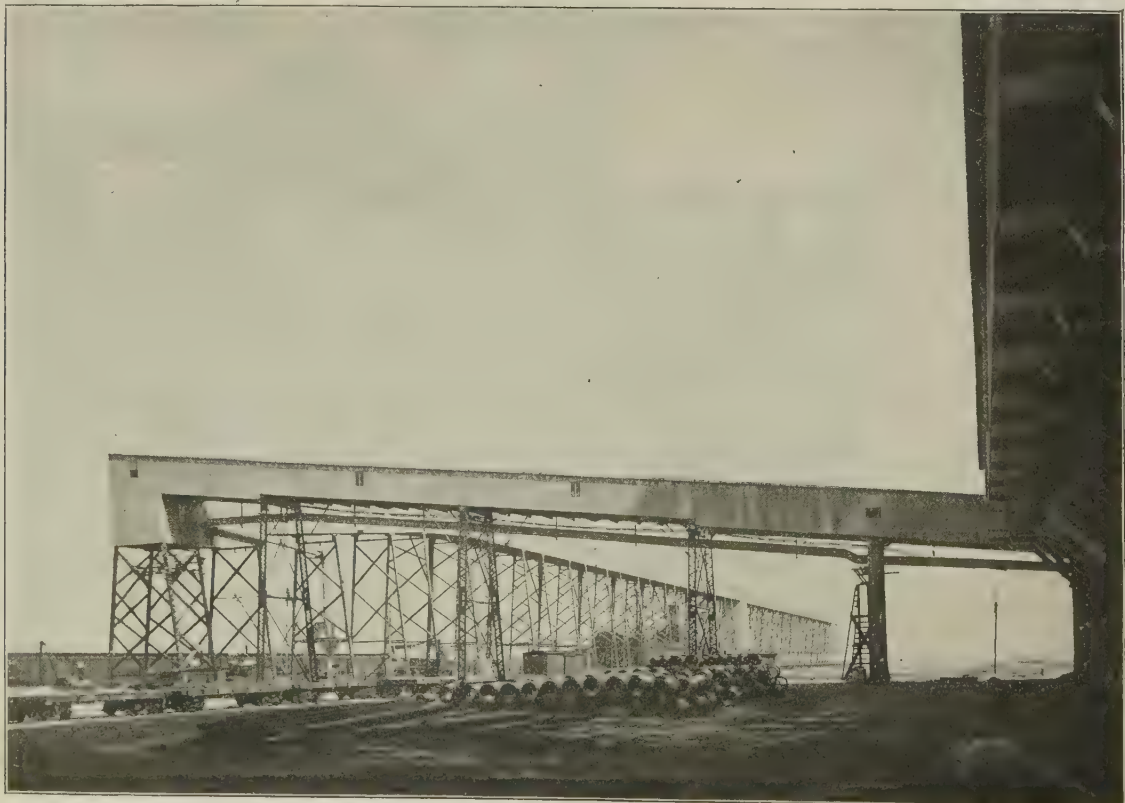
Temporary Gallery at Galveston, Tex., on Oct. 4, after 11 Days' Work.

are up, a large part of the floor on, and some of the studding and machinery in place.

The third cut is from a picture taken on Sunday, Oct. 4th, eleven days after work started. All machinery and belts

conveyor loading the first steamer; this was taken on Monday morning, Oct. 5th, less than two weeks after the fire and twelve days after work commenced.

It is believed that the above record is an unusually good one, and the owners of



Conveyor Gallery of the Sunset Elevator at Galveston, Tex., as it Appeared Before the Fire of Sept. 21.

the elevator, as well as the operators, feel that the speed made by the contractors has reduced the contingent losses on account of the fire to a minimum.

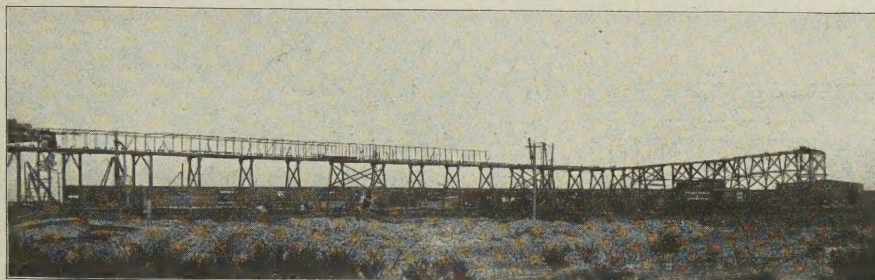
Arbitration.

Arbitration is one of the potent factors of the coming age; it is now recommended by President Roosevelt, as well as a large number of prominent men, societies, organizations, etc. It is also one of the principles of a grain dealers' association and especially the Indiana Grain Dealers' Assn.

A committee of three experienced, disinterested grain men, well versed in the

Trading in Bucketshops.

For more than twenty years the future-delivery transactions on the grain and cotton exchanges and the cash transactions on the stock exchanges have been counterfeited in bucketshops with disastrous results to the reputations of exchanges and legitimate brokers and commission merchants. Every man or woman who has been robbed in a bucketshop thereafter poses as the victim of the Board of Trade or Stock Exchange. He or she is held up as a horrid example and conclusive evidence of the harmful moral and social effect of speculation, when in fact the loss and harm were inflicted not by speculation, but by betting



Temporary Gallery at Galveston, Tex., After Six Days' Work.

trade rules, customs and practices of the grain business, are far more competent to decide and adjust a difference between grain men than a promiscuous jury, or judge, only looking at the technical side of the case. From cases before our committee, this has been proven.

Any grain man who hasn't enough confidence in the integrity of a committee of three honorable, disinterested brother grain dealers to allow them to settle a dispute, certainly has no confidence in his side of the dispute and is afraid that equity, fairness and justice will rob him of his position. For the benefit of the grain trade in general, it is fortunate that the associations discipline their members for refusing to arbitrate.—S. B. Sampson.

Portugal is expected to remit its wheat tax earlier than usual this season.

as to what would or would not occur on the New York Stock Exchange or on the Chicago Board of Trade.

Bucketshops have no connection with legitimate exchanges. Their proprietors are outcasts (usually ex-gamblers or "sure-thing" card men) with no standing in the business world. They buy from the telegraph companies, or steal by tapping wires, the quotations of the leading exchanges, which they post on blackboards as the basis of the bets made in their shops. There is nothing absolutely essential to the bucketshop except quotations. The moment quotations cease coming in, the betting ceases.—John Hill, Jr.

Mexico exported during the month of April 6,277,151 kilograms of sisal fiber, according to the report of Miguel M. Irigoyen, chief of the section of statistics.

FIRE INSURANCE

MICHIGAN MILLERS

MUTUAL
FIRE INSURANCE CO.,
LANSING, MICH.

23 Years
of Successful Business

50% DIVIDENDS

Assets	\$1,500,000.00
Losses Paid	1,000,000.00
Net Cash Assets	260,000.00

Insures Flour Mills, Grain and Elevators

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,
INDIANAPOLIS, IND.

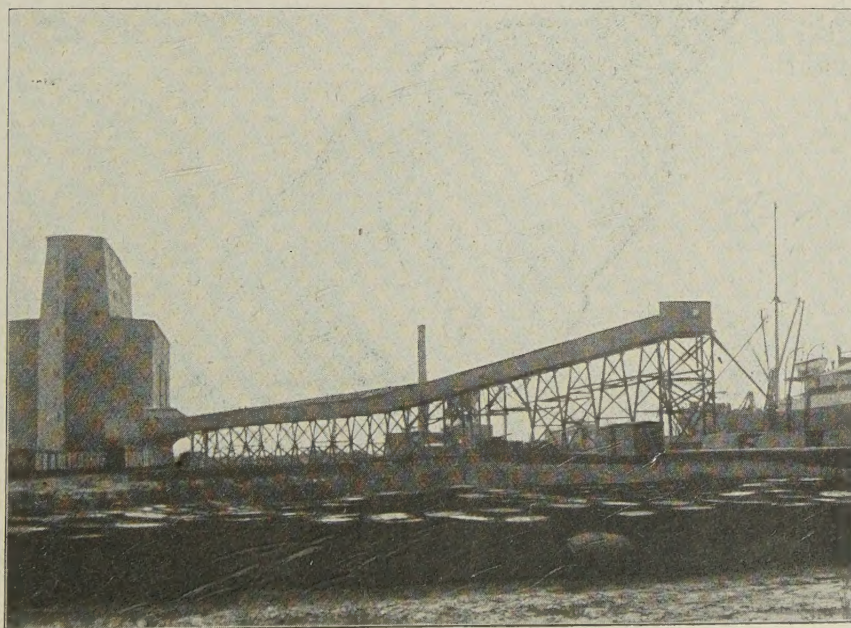
"Because we insure Grain
Dealers' property only is why
Grain Dealers prefer our Poli-
cies."

Reliable Insurance . . .

On Modern elevators and Contents can be
secured at about one-half the rates
charged by stock companies by addressing

MILLERS NATIONAL INS. CO.
205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56
Net Cash Surplus, \$466,594.95
W. L. Barnum, Sec'y.

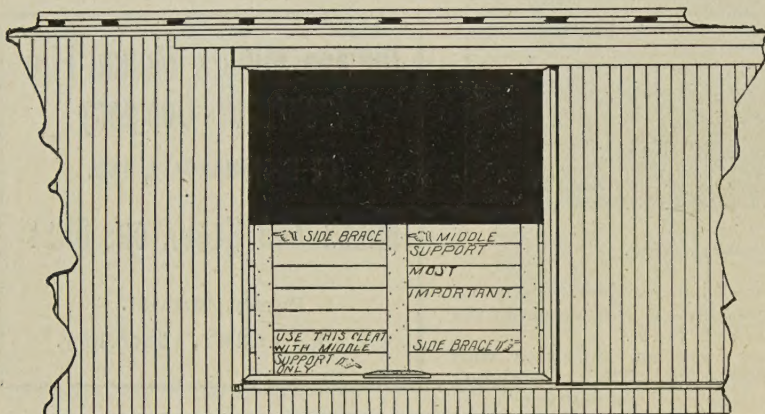


Temporary Conveyor Loading a Ship Two Weeks After the Fire at Galveston, Tex.

A Home-Made Car Door.

Many shippers have long since recognized the weakness of the average car door which is being supplied by the railroad companies and divers means have been adopted to overcome the difficulty and prevent loss of grain in transit. Some have used double grain doors, in some cases with good results.

H. A. Foss, Chicago Board of Trade Weighmaster, recently received from a country grain shipper a drawing of a home-made grain car door, which he claims to have used with success. He uses nothing but good lumber and has three upright braces securely nailed and clinched to the crossboards. A cleat is also securely fastened to the floor of the car outside of the upright brace at mid-



A Home-Made Car Door.

dle of door to prevent the bulging of the door while car is in transit.

Rice exports of Mexico for the month of April amounted to 2,533,934 kilograms.

Swarms of locusts are devastating the fertile Ashkabad district of Russian central Asia.

A bulletin giving results of experiments in crossing emmer with wheat soon will be issued by the Kansas experiment station.

Argentina's shipments of corn to Europe now are almost as large as the shipments from the United States in years of plenty.

When the gasoline engine has stopped don't hold a lighted match to peep into the hole out of which you have taken the igniter plug. If an unexploded charge has been left in the cylinder, as there usually is, you will regret it.

LOW RATE EXCURSIONS.

On the first and third Tuesdays of each month to Texas, Indian and Oklahoma Territories via M., K. & T. Ry. Take advantage of the opportunity offered and see the Great Southwest in all its glory. "Texas," "Business Chances," "Indian Territory," and other booklets, brimful of information, will be sent on receipt of two-cent, stamp to prepay postage. Address
GEORGE MORTON.

G. P. & T. A., M., K. & T. Ry., Suite Q, The Wainwright, St. Louis, Mo.

CALIFORNIA, THE BEAUTIFUL.

Now's your chance—cheap rates to California! \$30.00 from St. Louis, \$25.00 from Kansas City. Tickets on sale daily until November 30th. Personally conducted excursions on "The Katy Flyer" from St. Louis on Tuesdays of each week. Tourist car through to San Francisco. Ask for tour book and information.
GEORGE MORTON.

G. P. & T. A., M., K. & T. Ry., Suite Q, The Wainwright, St. Louis, Mo.

Cobs.

Failure to get farmers to their recent meetings has not disheartened the Society of Equity promoters, who have called another meeting for Dec. 1.

Mexico imported during April 51,830 kilograms of oats, 269,954 kilograms of corn and 8,074,020 kilograms of wheat, as reported by Miguel M. Irigoyen, chief of the section of statistics.

We do not think much of macaroni wheat. We have found that it is too hard and that it is absolutely impossible to mix it with other grades. Under these conditions it is a hard thing to handle.—E. M. Higgins of the Armour Grain Co.

Avoid bursting the cylinder of the gasoline engine by letting the water out of the jacket in freezing weather.

Rhodesia, South Africa, has recently bot 500 pounds of seed corn at Bloomington, Ill., with a view to introducing maize.

Nothing could better illustrate the bear spirit and scheming now current in the grain trade than the selling of July oats, corn and wheat for next July delivery at large discounts from even the discounted May price. They offer July oats (six months before they are seeded). They are afraid to sell more December wheat, are a little timid toward May, but as to next year's corn, they are ready to sell the whole of it.—Pope & Eckhardt Co.



ANR—f—n

"Great Scott! Is it possible I looked like that six months ago?",
—Keota, Iowa Eagle.

A Bottle of Good Whiskey in Your Grasp IT'S OLD DETRICK IN THE LEAD

Direct from our REGISTERED DISTILLERY TO YOU in all its original Purity, Strength and Richness.

Four full quarts of our eight-year-old Detrick's Rye Malt Whiskey, \$3.20. Express charges prepaid.

DETTRICK'S WHISKEY is made and aged in the world famous grain producing Miami Valley of Ohio. It is watched in every step of its process by the U. S. Government officials, who are there to watch us make and age our whiskies.

Bottled direct from the barrel at the Distillery; not coming from some rectifying, blending or branch establishments. We have none of these, but ship direct from our distillery to you an absolutely pure, aged, mellow, healthful whiskey. Only \$3.20 for four full quarts of eight-year-old Detrick's pure Rye Malt Whiskey, delivered express prepaid. Orders into states west of North and South Dakota, Nebraska, Kansas, Oklahoma and Texas must be for four (4) gallons at \$16.00 or two cases (24 quarts) at \$21.00 by freight, all charges prepaid.

A JUG FREE

With every order of four quarts or more we have a limited number of Miniature Stone Jugs, filled with our Thirteen Year Old Rye Malt Whiskey, one of which we will include FREE in each shipment. The only consideration is, when ordering, for you to mention where you saw this advertisement. Order not tomorrow. Order today.

The Detrick Distilling Co.

TIPPECANOE CITY, OHIO

Write for Our Big Christmas Offer!

TO OUR BROTHER MILLERS AND GRAIN DEALERS:—We can highly recommend Detrick's Eight Year Old as a "sure winner" on either side—"Bull or Bear." To sell or buy car lots of grain, address

THE DETRICK MILLING COMPANY, Grain Department

JEFFREY ELEVATING CONVEYING MACHINERY

FOR
ELEVATORS
FACTORIES
MILLS, Etc.

Send for
Catalog.



Address
**THE JEFFREY
MANUFACTURING CO.,**
Columbus, Ohio, U. S. A.

NEW YORK. DENVER.

Grain Receiving Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit, and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Cental Prices

... REDUCED TO ...

Bushel Prices.

The equivalent of any cental price from 30 to 60 cents per 100 pounds in prices for bushels of 68, 70, 72 and 74 pounds is shown by this table, which is well printed from bold face type, on good bristle board.

Any dealer can obtain a copy for 25 cents. Price to JOURNAL subscribers, 6 cents.

**GRAIN
DEALERS JOURNAL**

255 La Salle St.

CHICAGO, ILL.

MODERN POWER TRANSMISSION ENGINEERING

exemplified with typical installations in each issue of

Power and Transmission

(American Edition — English Edition)

Of special interest to those contemplating mill or factory improvements.

Sample copy free. Address:

THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.

BRANCHES — Boston ; New York ; Chicago ; Cincinnati ; Atlanta ; London, Eng.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and
Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agent., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

MANUFACTURERS

Contemplating establishing plants
in the West, should take advantage
of a location on



THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO
which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the
best means of transportation to the markets
of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

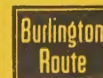
Comfort Insurance

A railroad ticket reading over the Burlington Route from Chicago or St. Louis to St. Paul or Minneapolis, to Omaha, Kansas City, Denver or Billings, or to any other of the 1,400 towns and cities on the Burlington, is a policy of "comfort insurance."

It means that you are entitled to the best of everything at the command of a great railroad—to the best and most comfortable cars, to the best meals, to the best time and train service.

If the ticket agent is inclined to argue, just insist that he make your ticket read over the Burlington Route.

"The Burlington's Number One" is the title of a handsome booklet that tells all about the best train between Chicago and Denver. Please send for a free copy.

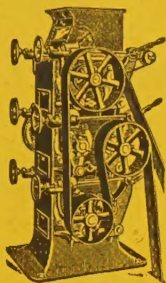


P. S. EUSTIS,
Passenger Traffic Manager,
868 CHICAGO.

If You Want to Reach

The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.

Corn and Feed Mills



4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

It... Pays to have one in connection
with an elevator, and to
have the **BEST** one.

Ours has no equal in **STRENGTH,**
DURABILITY, EFFICIENCY,
CONVENIENCE, CAPACITY, and
QUALITY OF WORK.

Several Sizes. Prices Very Reasonable.

Allis-Chalmers Company

GENERAL OFFICES:

New York Life Bldg., CHICAGO, ILL.

What Saith the Rooster?

*Cocka doodle du.
And the old maid?
Any dude 'll do.*

The condition here suggested is both critical and unfortunate. Doubtless, however, it could have been avoided had the lady taken advantage of her opportunities. Perhaps you are now in the market for a Dust Collector and an opportunity is offered to get the best. "Any" should not do when you can

Get Day's Dust Collector

at a reasonable price.

H. L. DAY, 1118-26 YALE PLACE,
MINNEAPOLIS, MINN.

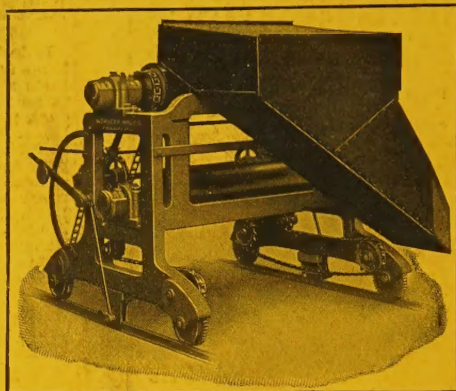
POSTAL FOR BOOKLET.



WEBSTER M'F'G CO.

Established 1876.

Incorporated 1882.



ENGINEERS, FOUNDERS AND MACHINISTS.

Manufacturers of Up-to-Date

**Grain Elevator and Power Trans-
mitting Machinery.**

Our New Catalogue "M" of Elevating and Conveying
Appliances will be sent upon application.

GENERAL OFFICE AND WORKS:

1075-1097 WEST 15th ST., CHICAGO.

EASTERN BRANCH:

38 DEY STREET, NEW YORK CITY.

FRIEND B. Y. ER:

**DO YOU WANT TO GET IN TOUCH
WITH A LIVE, WIDE-AWAKE, PRO-
GRESSIVE MILL AND ELEVATOR MA-
CHINERY HOUSE—ONE ALWAYS
LOOKING AFTER THE BEST INTEREST
OF ITS FRIENDS AND PATRONS? IF
YOU DO, YOU MAKE NO MISTAKE BY
GETTING IN COMMUNICATION WITH**

WELLER MFG. CO.

CHICAGO, ILL.

**LEADING MANUFACTURERS OF GRAIN
ELEVATING, CONVEYING AND POWER
TRANSMITTING MACHINERY**

**THEY ALSO HAVE A MOST MODERN
AND COMPLETE SHEET METAL DE-
PARTMENT**

**THEY CAN SAVE YOU MONEY, WORRY
AND TIME. TRY THEM.**

YOURS, BIZ

Bushel Values

Shows at a glance the cost of any number of
bushels and fractional pounds, from 1 to 1,500
bushels of any kind of grain, from 15, 16, 17
cents up to \$1.04 per bushel.

Bushels are shown in red figures and values in
black. The price per bushel being given at
top of value columns.

It is conveniently arranged and easily under-
stood. Printed on good paper and bound in
heavy paper cover. Price 50 cents.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Send your Orders for
Futures and Consignments to

GEO. H. PHILLIPS

Chicago

READ MY DAILY MARKET LETTER